Weather

Fine weather. The maximum temperature yesterday was 95.0 and the minimum 78.5, the figures for the corresponding day last year being 97.4 and 77.3.

The China Press
大陸報

The Mail Box

MAILS for America-Europe, Str. Nile, Aug. 8; Ord. 2 p.m. and reg. 1 p.m.
FOR Europe and way ports, Str. Porthos, Aug. 13.
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BELGIUM TO HAVE FIRST ALLOTMENT OF PAYMENT

Monies Other Than In Francs Will Go To Brussels

STERLING GIVEN

British Also Will Aid With Cash Received Up To July 31

(French Wireless through Reuter)

Paris, August 5.—The Reparations Commission has decided to reimburse the Allied Powers for their expenditure in maintaining the armies of occupation on the Rhine up to May 1, 1921, and has fixed a proportion between the moneys expended and the sums received in such a way that each Power will receive its due share.

Another decision arrived at was to the effect that the payments made by Germany up to July 31 last other than in pounds sterling and francs, and further payments up to August 31, shall be provisionally allocated to Belgium. The Commission further decided that, subject to an agreement between Great Britain and Belgium, the sums received up to July 31, 1921, in pounds sterling should also be handed over to Belgium.

VETERAN MEMBER OF FRENCH POLICE IS VICTIM OF HEAT

Mr. E. Lattray, 24 Years In Service, Passes Away

Mr. E. Lattray, Chief of the Lukawei sector of police in the French Concession, died in St. Mary's hospital Thursday night. The funeral service was held in St. Joseph's church at 7:30 yesterday morning. Interment was in Lukawei cemetery.

Mr. Lattray, who was 51, saw 24 years of service with the French police in Shanghai. A month ago he was taken to the hospital with sprue, which was aggravated by the intensive heat. He leaves a widow and a son, Mr. T. Lattray, who lives in Shanghai.

Many members of the French community were present at the ceremony yesterday morning, including the Consul-General and officials from the Consulate and French Municipal Council. The guard was furnished by the police in uniform. The great number of wreaths of floral offerings testified to the esteem in which Mr. Lattray was held during his long period of service.

BELGIANS GIVEN YELLOW RIVER BRIDGE TO BUILD

(Reuter's Pacific Service)

Peking, August 5.—The tender examination committee appointed by the Ministry of Communications has awarded the contract for the Yellow River railway bridge to the Societe Belge pour l'Exploitation Industrielle, which estimates the cost at $10,500,000.

Prizes of $80,000 and $25,000 respectively, are awarded to the Compagnie Generale d'Extreme Orient and another French company for the second and third-best tenders.

MANIAC TRIES TO SLAY M. BRIAND

(Reuter's Service)

Paris, August 5.—A man called today at the Quai d'Orsay and excitedly threatened to kill M. Briand. He was arrested and found to be a lunatic.

Validate Notes But Only For 50 Percent

(Reuter's Pacific Service)

Canton, August 4.—The Canton Government is assuming responsibility of the Kwangsi banknotes, but only to the extent of the market value, which was about 50 percent when the Cantonese army entered Wuchow on June 24.

MARCH OF EVENTS

BY BRUCE HOPPER

DISARM! Disarm! cry the great nations to each other in charmingly dulcet tones inspired by fear of bankruptcy.

The United States Senate answers: "Bravo, John Bull" on May 31, and on June 1 votes half a billion dollars appropriation for maintenance and expansion of the navy, the largest annual sum ever given to the American navy during a time of peace. That done the venerable senators authorise President Harding to invite the powers to a conference for the reduction of armaments. The Senate has a tradition that the right hand must not know what the left hand doeth, and traditions must be observed in so august a body.

England, long mistress of all the seas, replies, "Well, said, Johnathan," and proves her belief in the efficacy of fair speech by cooly dropping another quarter of a billion pounds in the construction of four post-Jutland capital ships, such as the Hood. For, says Sir Oracle on the thirty-nine articles and other fretwork of the naval creed, unless the United States and Japan scrap their capital ships England will be inferior on the seas, even if the conference decides all construction shall cease.

In Japan the hammers of the shipyards are never still, for eleven capital ships must be completed by 1924. Also it is judicious to have ships planned, and mentioned in the program to be laid on the conference table. Even if there is no money to hav them built they provide endless means for argument.

Here is abiding trust! Here is a beautiful international confidence! We are told the spirit of international friendship has moved a long way since the time when the potentate of one country showed his contempt for another by beheading its ambassadors. One wonders just how far. To put trust in another nation's super-superdreadnoughts would indeed be folly.

It may be that the powers are fomenting a dramatic climax to celebrate the naval holiday. Such stage technique was employed at the close of the great war. On the morning of November 11, 1918, but one high resolve inspired all the armies confronting each other on the western front, which was to throw every remaining scrap of ammunition through the guns before 11 o'clock, as a last and touching tribute to the enemy. The casualites that last terrible morning were greater than those of the previous four days fighting, the hospitals were taxed to overflowing, but what of that, it was dramatic. Only the expected stillness of the air did not come about, for isolated firing continued on throughout the afternoon.

Coming events are said to cast their shadows. In the shortening shadow of the disarmament conference can any one see great ships racing to the scrap pile, or decorated with ribbons as national monuments? Of course shadows are always rather dim.

* * *

JAZZING their way into political unity seems to be the slogan of the 15,000 negroes assembled in New York for the second Pan-African convention. Just what the negroes want is difficult to ascertain, but they have jazzed into a conference, waving flags of red, black and green, jazzed a cable to King George, and another to de Valera, to the effect that certain things in the world do not please the new landless, constitutionless African Republic.

What really has happened is that the negro has become articulate. The war did it, with the help of the unfortunate example of many famous white men in sending notes and ultimatums. The negro has no constructive originality, but he is master at imitation. The rapidly growing consciousness of race solidarity has given him political aspirations. Thus far the only definite program laid down is that repatriation in Africa would spell reversion to barbarism. The new class of thinking and industrial negroes want an all-black political home somewhere, just where has not been decided. The proceedings of the convention should be enlightening.

Siberian Commercial Agent Stresses Immediate Need For Foreign Capital Influx

Business Men Of West Showing Active Interest In Field And Trade—Treaties Prospect Brightens

Siberia's urgent need of an influx of foreign capital, for which she stands ready to put forward alluring inducements in the way of concessions and contracts as soon as definite commercial treaties are effected, is expressed by Mr. Boris Torgasheff, Commercial Attache of the Mission of the Far Eastern Republic, who is at present in Shanghai.

There are indications, too, Mr. Torgasheff stated yesterday, that trade agreements with the Western countries are not far distant. Already British and American and other firms of major magnitude are in touch with the official trade body of the Far Eastern Republic, seeking information and terms with a view to extending their activities to the rich Siberian field. These include huge mining enterprises, lumbering companies—including practically all of the great timber interests of the Northern United States—and similar undertakings.

WANT FOREIGN COIN

"It is the policy of our government," said Mr. Torgasheff, "to do all in its power to induce foreign capital to come into Siberia, and to come on a sounc commercial basis, with the assurance that its interests will be protected and that there is profit to be made. No field will be excluded. The government will be ready to give concessions in every line—gold mining, tin, wolfram, oil, platinum, coal and so on."

The matter of mining concessions has been engaging the attention of foreign individuals and groups of individuals for some time, he said, and there is already considerable activity in the Blagovestchensk district, undertaken by hardy British and American pioneers who have been willing to make the venture without waiting for international agreements. Captain Vint, a well-known figure in the Alaska goldfields, has been busy in the Siberian field for more than a year now, Mr. Torgasheff said.

But development to the full, and as is imperatively required for the life and welfare of the country, can only come with the establishment of definite relations with Western lands, the visiting official emphasised, and this is the great present hope of Siberia. In this connection the Far Eastern Government is expectant of progress, at least in the case of America, as a result of the visits of American officials and of the observations of such representative men as Mr. Charles R. Crane, former U.S. Minister to China who is travelling across Siberia and Russia on his way home. Mr. Crane's trip, Mr. Torgasheff stated, he considered of very great importance and he entertains high hopes that it will have the effect of drawing America to a more sympathetic understanding of the Siberian problem.

IN NEED OF INDUSTRIES

The industrialisation of the Far Eastern Republic is the problem paramount with those at the head of the government today. Plans to this end had been well formulated, Mr. Torgasheff said, before the war, at which time also the necessity of outside assistance was well realised. The necessity is now much greater for an "immigration" of capital.

There are very encouraging indications, the commercial representative said, that the trade agreement with China will be concluded shortly and also that negotiations soon may be begun with Japan. The Chinese redraft of the treaty has been placed in the hands of the Siberian representatives with no material alterations from the original and M. Yourin has been authorised to begin negotiations immediately on the minor points of difference. Japan, it is felt, will wish to come to some understanding with the Far Eastern Republic before the impending Pacific Conference at Washington.

Russian Millions Are Starving In Many Cities

(French Wireless through Reuter)

Paris, Aug. 5.—The latest news from Russia gives more precise details of the famine. It appears that scarcity prevails in 19 provinces. The crops have been destroyed in the Governments of Kazan, Ufa, Simbirsk, Samara, Saratow and Astrakhan, and in the Don region. The area affected is estimated to contain a population of 19,000,000.

The Moscow Government has no resources at its disposal. Eastern Siberia is quite beyond its sway. In Western Siberia it exercises a power more nominal than real. In the Caucasus there are some stocks of wheat, but the population, aided by the first of the refugees to flock thither, is repelling the new hordes of invaders, and also the Bolshevik agents, to the extent of barricading the villages against the famine-stricken peasants.

An epidemic of cholera is ravaging the Volga region, especially at Rostoff, and another region has been decimated by plague.

The question is being anxiously asked whether, in view of the disorganisation of the means of transport in Russia, the supplies that the Allied and Associated Powers may send to Russian ports can be distributed in time to bring the needed relief.

News has been received in Paris of a decree issued by the Council of People's Commissaries, sanctioning the constitution of a relief committee. Nearly all the political parties in Russia are represented on this committee, which held its first meeting on July 21, when there was a very interesting interchange of views between anti-Communist Russia, represented by a Minister of the late Provisional Government, and official Bolshevism, represented by Commissary Kameneff. The former appealed for the union of all in the work of relief, which he urged ought to be placed under the auspices of the Red Cross, with the aid of the public authorities. M. Kameneff said the Committee would be given free opportunity to dispose of the supplies furnished from abroad.

Moscow Greets Famine Mob With Poison Gas

(Reuter's Service)

Helsingfors, August 5.—While the Soviet representatives declare that the stories of the famine are exaggerated, they admit that the population in a number of districts are fleeing to other provinces in search of food. They deny that an insurrection has broken out in Moscow and other towns, or that a general mobilisation has been ordered.

Meanwhile sensational reports continue to be received that hordes of refugees, chiefly from the Governments of Samara and Saratoff, are fleeing both to the West and to the East. These reports also declare that the military cordons round Moscow are using poison gas to prevent fugitives entering the city.

Salvation Army Asks Aid For The Starvin

London, August 5.—General Booth has received a message from the Salvationist representatives in Moscow, stating that they are in touch with a million of starving people in Russia, and imploring his assistance.

BUY IN U.S.A.

Washington, August 5.—Mr. Herbert Hoover announces that every dollar expended by the American Committee for the relief of famine in Russia in the purchase of supplies for Russia will be spent in the United States.

REDS DENY THEY WILL AID TURKS

(Reuter's Service)

Helsingfors, August 5.—The Russian Legation denies that the Red Army is invading Asia Minor, or that General Brussiloff is in negotiation with Turkey or other Oriental States. It declares that the Russian Government will in no way interfere in the Turco-Greek war.

Washington Statue Presented To England By U. S.

The George Washington Statue in Trafalgar Square, London, which is the gift of the State of Virginia to the British Empire. It was unveiled by Miss Judith Brewer and was accepted by Earl Curzon on behalf of His Majesty's Government. The photo shows some of the American Civil War veterans at the foot of the statue after the unveiling ceremonies had ended.

RAPID WORK SAYS FRANCE TO U.S. WHEN DATE IS SET

Agrees To Nov. 11 For Start Of Conference As To Disarmament

(French Wireless through Reuter)

Paris, August 5.—The British Government has informed Washington that, in conformity with the wishes of the United States, it accepts November 11 as the date for the assembling of the Disarmament Conference.

The Petit Journal states that diplomatic and political circles in London have been much struck by the activity with which the United States is pushing forward with the systematic organisation of the Conference. It is pointed out that, though it is only a few weeks since the idea was first mooted, it is already on a fair way towards realisation.

WOMEN GIVEN EQUALITY IN CIVIL SERVICE

Sir Robert Horne's Measure For Provisional Jobs Passes Commons

(Reuter's Service)

London, August 5.—An important step in the direction of placing the sexes on an equality has been taken by the House of Commons. A resolution moved by Sir Robert Horne, Chancellor of the Exchequer, was unanimously adopted today, providing that, after a transitional period of three years, women shall be admitted to the Civil Service of the United Kingdom on the same terms as men, but regard will be had to the suitability of women for the post to be filled.

The women appointed will have the same status and authority as men, but, in view of the financial position of the country, the question of the remuneration of women as compared with men will be reviewed within the next three years. The resolution contains a provision for the safeguarding of ex-service men.

Poppy Seed Export Is Ended By India

(Reuter's Pacific Service)

Peking, August 4.—The International Anti-Opium Association announces that the Governor-General-In-Council in India has prohibited the export of poppy seed to China and has empowered the postmasters at Calcutta, Bombay, Madras, Rangoon, Aden and other centers to search all articles in course of transmission by post to China for poppy seed, and to deliver all postal articles reasonably believed to contain such to the nearest Collector of Customs.

Watering-Place Not Horse Trough But Rain Catcher

By Elsie McCormick

For ten months of the year foreign residents find Tsingtao as quiet as a lady angel on a tombstone. The Russians, who are greatly in the majority, manage to keep the social ball rolling among themselves, but the other groups, being very much smaller and not always completely harmonious, have, whatever their dimensions, what may be appropriately described as a thin time.

For two months in the summer, however, the local social life suggests that of a European watering-place. When we were young and somebody read us a story mentioning a watering-place, we always pictured a long row of horsetroughs. But we know better now. After visiting several summer resorts, we have decided that a watering-place is so named because it rains all the time.

Anyway, Tsingtao is one of the most interesting watering-places in China. Which reminds us also that when we used to read about mixed bathing, we thought it concerned the use of two kinds of soap. But we know better than that, too. Tsingtao has mixed bathing, plus, but without the soap. On one end of the beach the Japanese disport themselves in bathing-suits as abbreviated as a cable in code, their hair, however, being carefully wrapped up in Turkish towels. We don't quite understand whether there is a Japanese prejudice against getting one's hair wet or if the towel is a misplaced concession to modesty. The Japanese differ from the other races using the beach in that they always go bathing in shoals. Their bathing is likewise accompanied by much noise and considerably horseplay, or fish-play, whatever you care to call it, after which they come back on the beach to have their pictures taken. Another feature of the Japanese beach is the complete lack of mermaids. Little ladies in kimonos often stand by the water's edge, helping toddling babies to wade in the surf, but they never by any chance take a dip themselves.

Just across a little road is the international beach, where the surf is usually crowded with ladies who are bathing twice a day to get thin and others who are bathing twice a day because they think the bodily exhiliration will help them put on a little weight. Children and their amahs sit in the shadow of the bath-houses, and farther along the sands a couple of pretty Russian girls with ribbon streamers around their hats sit patiently day by day, catching at every stray chance to hold an outdoor salon. In general, bathing-suits are usually very short-circuited, which accounts for the number of shocks that they usually give to newcomers.

A little farther beyond is what is known unofficially as the German beach, a place where heavy blonde women knit placidly in front of their bath-houses and wh re men of a figure that Praxiteles never immortalised parade the beach in bathing costume. It was here that the annual German festival was held last week, but it was a strangely subdued affair, more like a midnight conclave of refugees than an outdoor picnic. The little groups gathered around the bath-houses were almost silent, and the weakly flaring lanterns lighted up only two or three dancing couples. Perhaps memory of the days when the festival meant elaborate illumination of the hotel and beach, and the participation of practically the entire foreign community sharpened the sad contrast with the present, causing the party to become an informal funeral over the years that have passed on.

The Tsingtao summer community is decidedly lazy. There is no tendency whatever to organise walks, tennis tournaments, or picnics in the hills. Occasionally a crowd motors to Sao-Shan, a sacred mountain thirty-five miles away, but as a rule the hotel colony prefers to spend long idle mornings on the beach, with a card game on the veranda after tiffin and a lazy tea-hour later that extends from four until seven. Much time is occupied in running through the repertoire of one's wardrobe, khaki, middy-blouses, and other vacation attire being unknown among the feminine contingent. Organdie is usually the queen of the occasion. Some of the women spend half their time observing their neighbor's clothes and the other half wondering how their husbands paid for them.

Tea hour is the occasion for a long procession of ricshas, droskies and motor cars from town. Charming Russian women take advantage of the opportunity to display jewels and gowns while other townspeople organise fours and play bridge to the tune of the hotel orchestra. At seven o'clock, the hotel guests disappear to dress for dinner, and the veranda becomes crowded again later in the evening.

There is a break in the procedure every Wednesday and Saturday nights, when the hotel dances take place. The guests have dinner in little groups and do not dance as a rule out of their own party, the men being so outnumbered that their services are usually urgently required by several spare ladies. The scientist who cruelly proposed that superfluous women should be killed off would find hearty support among both sexes at Tsingtao.

Though the dances close at the plebian hour of midnight, the playing of "Home, Sweet Home" by no means implies that the evening is over. Parties are hastily organised to go bathing; to visit Fiossel's, a German cafe in town which is the center of Tsingtao's rather meagre bohemianism; or to go motor riding over the tree-covered hills, one of the features of the trip being the turning of a searchlight on passing cars to see who is in them.

But with small regard for the transient summer life, the red-roofed city dozes in the sun and dreams a little of other days under other masters.

$100,000 IS PRICE PUT UPON HEADS OF TUCHUNS

Hupeh Rebels Offer Big Prize For Scalp Of Warlord Wang

CANTON WINNING

Besieging Kweichow And Has Captured City Of Nanning

Hankow, August 6.—Chiang Tso-ping, commander of the rebel Hupeh forces as well as a section of the Hunan invaders, has offered $100,000 for the head of Wang Chuan-yuan, Tuchun of Hupeh. Wang in turn has fixed the same price for Chiang's head.

Dissatisfaction has been expressed by the Consular body in Hankow for the disturbance created in the Wuhan cities by the expeditionary forces from Shantung, Chihli and Honan as well as by Hupeh's own braves. Minor looting and squabbles with civilians are frequent.

The Hupeh loyalists are negotiating with the Japanese Consul in Hankow to aid them in the capture of Hupeh insurgents in the settlement. Liu Yin, one of the insurgents, was arrested in Hankow and summarily shot on Thursday.

Nanning Captured By Kwangtung Army

(Reuter's Pacific Service)

Hongkong, August 6.—It is semi-officially reported that Nanning was captured by the Cantonese on Wednesday. General Wong Poi-kwai is stated to have left for Lungchow.

The Cantonese and Yunnanese attacking Kweilin have refused the request of the Kwangsiites for a truce.

Fighting Near Shore Of The Tungting Lake

Hankow, August 5.—Fighting is reported between Shihsho and Kungan in the proximity of the Tungting Lake. The Hunanese are said to be still advancing. No alarm is felt here.

Disarming Vanquished Is Cantonese Problem

Canton, Aug. 4.—The biggest problem before the Cantonese army in Kwangsi is how to disarm the former Kwangsi militarist leaders, who have outwardly announced their submission to Dr. Sun but who inwardly are still looking for chances, submitting finally to the Cantonese army only when further resistance is impossible. The Cantonese Commander-in-Chief, General Chen Chiung-ming, has issued instructions to several Kwangsi commanders as a test to see if they will comply. Commander Wei Yung-chang, formerly of the Kwangsi army, has been ordered by General Chen to disarm Lu Yung-ting's remnants at Lungchow. What Wei will do is being watched here with great interest.

Besieging Kweilin And Blockading Nanning

Canton, Aug. 5.—The Cantonese have blockaded Nanning and are preparing to attack the city.

Yunnanese and Cantonese troops are besieging Kweilin.

Later.—Reports from Wuchow state that General Chen Chiung-ming has demanded the immediate disarmament of the Nanning garrison. The Commissioner Huang Kwei-pui has not apparently yielded up his arms in spite of the fact that submission was agreed to.

Governor Ma Chun-wu has arrived at Wuchow. He expects to remain a few days before going to Nanning. He is said to be considering the removal of the capital from Nanning.

CHANGES HIS MIND

On account of the opposition of the Kiangsu people, Tuchun Cai Shih-yuan of Kiangsu province is reconsidering his decision to send troops to aid Tuchun Wang Chan-yuan of Hupeh.

CHANG AGAIN INVITED

Premier Chin has again extended an invitation to Chang Tso-lin, the Manchurian war lord, to go up to Peking and settle the present political situation.

CHILDREN DIE IN FIRE

(Reuter's Service)

New York, August 5.—Four children have been burnt to death and seven persons seriously injured in a tenement fire early this morning.

QUEEN AND CITY SEND WREATHS TO CARUSO FUNERAL

Crystal Casket Holds Body Of World's Greatest Tenor Singer

(Reuter's Service)

Naples, Aug. 4.—The funeral of the late Cav. Enrico Caruso was the most impressive that has been seen in Naples for some years. Enormous crowds witnessed the procession from the church to the place of burial. The coffin was composed of a crystal casket enclosed in wood, and the hearse, drawn by six horses, was covered with wreaths, including one from Queen Mary of England and another from the city of New York. All the shops were closed, while an aeroplane flew over the procession.

New York, August 5.—Caruso's secretary states that Caruso left no property in America. All his art treasures and his marvellous collection of curios, personal effects and furniture have been packed in twenty large trunks and most of them shipped to Italy, the singer jocularly expressing the belief that he would never return.

Ho, Hum! What's $3,000 In Opium To Jolly Smuggler?

Opium smuggling has become so commonplace and extensive here that a smuggler will now and then absentmindedly overlook a few thousand dollars worth of the stuff and leave it lying around for anyone to pick up.

Something of the sort happened early yesterday morning when, after transporting four motor car loads of the contraband drug from one point in the Settlement to another, the smugglers left a suitcase full, valued at about $3,000, in one of the cars.

It happened thus: at about midnight a man, believed to have been a Portuguese, came to the Central Garage and hired four cars. They were directed to proceed to the corner of Boone and Chapoo Roads, which is hard by the Customs Club. Here the hirer of the cars disappeared momentarily up an alleyway, returning with a number of coolies bearing large wooden cases. Two cases were placed in each of three cars while a number of suitcases and portmanteaus were loaded into the fourth machine. Two Chinese women and the supposed Portuguese accompanied the cars to a point on Shantung Road, in the Central District, where another batch of coolies was in waiting to remove the cargo. The cars were paid off and dismissed. Shortly afterward the clerk at the garage heard an excited confab going on among the chauffeurs, discovered the opium and turned it over to the police.

Education Fund Went To Aid Hupeh Tuchun; Teachers In Protest

The Peking teachers are again in an uproar on account of the disappearance of funds originally set aside for educational purposes. It will be remembered that following the teachers' strike the government set aside $220,000 in the Ministry of Finance for the school and pursuaded the teachers to resume their work.

But when war broke out between Hupeh and Hunan, this fund was remitted to the Hupeh warlord, Wang Chan-yuan. Strenuous protests have been made by the teachers and arrangements are being made by the Ministry of Finance to raise a similar sum to replace the money remitted to Wuchang.

Tomorrow's Concert

The following program will, weather permitting, be given by the Band in the Public Garden tomorrow, beginning at 5:30 p.m.:

1. March Our Sammies Vanderslott
2. Overture Ivan ..... Conterno
3. Waltz Grande Valse de Concert Nattei
4. Selection The Maid of the Mountains ..... Simson
5. One Step I may be gone for a long, long time ..... Halle
6. Fox Trot Baby Tank .... Hunt
7. Selection The Chieftain Sullivan

A. de Kryger,
Assistant Conductor.

Doctor Gilbert Reid Returns Next Month

Dr. Gilbert Reid, founder of the International Institute and author of a number of works on Far Eastern subjects, is expected to return to China next month, according to private messages received in Shanghai by his friends. Dr. Reid is now in the United States after an absence of over three years.

Dr. Reid was deported to Manila following official complaints in Peking to his alleged pro-German attitude.

Smiles from the Mixed Court

Wong Ah-moo was having a gentlemanly sort of a time. The fame of it resounded all up and down Shanse Road, where the inhabitants marvelled and made remarks similar to those which used to pass when Mr. "Diamond Jim" Brady started out to demonstrate his disregard for expense. The word of these happenings came as such things sometimes will, to the police and Detective Zau Li strolled into the district which Wong was enlivening.

Locating Wong was probably the softest assignment Detective Zau has drawn since he began tracking things to their lairs. There was no such bothersome preliminary as having to look up a clue. Everybody in the neighborhood appeared to have late information on Wong's movements and to be discussing them at length with everybody else. The ferreter out of facts, by closing one ear and concentrating on the conversation of one small group gathered that Wong had gone last to a certain teashop of alluring nomenclature where he had squandered no less than a dollar and a half within the last half hour.

The detective managed to fight his way into this teashop, where he experienced a disappointment and a stirring of his professional interest. Wong didn't look the part. In the first place he appeared to be about 16 years of age. Furthermore, his costume was of the style approved by the committee of the blacksmiths' apprentices' union. The detective edged through the throng and joined in the general chorus of admiration for the way in which Wong threw around his money. How much, just at a rough estimate, did he figure he had expended that evening. Wong estimated that he had galloped through about four dollars, big money. The guardian of goods spoke to Wong in parental tones. Didn't he realise that money was a thing not to be treated thus casually? Had he made any preparations for a possibly impending old age?

Wong said that was all right. He still had $22 and calculated that this would see him through. The detective intimated that he would like to learn how Wong had amassed this sum. Wong said he had borrowed it from an affluent relative. The officer said he would like to meet this relative. But Wong, it seemed, had mislaid his address.

The detective left the youth at a nearby police station and went away to a blacksmith shop which the latter had mentioned as a previous place of employment. There he found the proprietor, a Mr. Dzung, loudly proclaiming to a group of interested neighbors that his apprentice had made away with two gold rings and an imitation diamond brooch belonging to Mme. Dzung. He had secured the jewelry by going to the Dzung home on Seward Road and stating to the housewife that the ornaments were immediately required by her husband.

They are going to try to revise Wong's ideas of life by means of a six months' course at the reformatory.

TSEU REPEATS

Tseu Ling-fuh, many times deported from this International Settlement with but indifferent success, was grubbed again night before last on The Bund.

When brought to court yesterday Tseu submitted that while technically he might be held guilty of offense the circumstances in the case warranted forgiveness. It was all the fault of a dilemma in which he had found himself. Since his last ejection he had been residing firmly and contentedly in Nantao. The evening previous, however, it became suddenly imperative that he journey to the district beyond Yangtszepoo.

A strict regard for the principles laid down for him at his last conference with the local authorities meant that in order to reach his objective he must make a detour of about sixty li afoot or swim five miles. In either case he would be late for his appointment, so he decided to pass briskly and unobtrusively through the forbidden area and was thus engaged when Nemesis in the semblance of the familiar policeman overtook him.

Tseu protested eloquently that the idea of lingering in the Settlement had never once entered his mind. The thought had evidently occurred to the Court however and arrangement was made for him to tarry three months before being shunted across the border for the seventh time.

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Russian Opera Farewell

The farewell performance of the Russian Opera company at the Lyceum theater last night was a triumph for Shanghai as well as for the company. The enthusiasm and sympathetic attention shown was the first adequate appreciation given the Russian artists during their visit here.

The program opened with the first act of "La Boheme," Miss Mashir as Mimi, and Mr. Daniloff as Rudolph in the touching duet. The next number was a quaint Holland peasant dance in costume by Miss Larino, which was greatly applauded.

Miss Burskaia starred in the second act of "Mignon," with Miss Kasankaia in the colorature part of Felina, Mr. Svetloff as Wilhelm, and Miss Valantinova as Frederick.

By special request Mr. Busanovsky sang the famous aria, "The Stars Were Shining," from "La Tosca," and was encored twice. The closing number was a Pierrot-Pierrette ballet in the moonlight, in which exquisite creatures in lampshades danced to the love music.

Following the performance the artists of the company attended a ball given in their honor by Count L. Jezierski, manager of the Russo-Asiatic bank. They will leave for Japan in about ten days, but no more performances will be given in Shanghai owing to the heat.

Abandon Siam Maru But Crew Is Saved

(Reuter's Service)

London, August 5.—An Aden telegram from representatives of the owners of the O. S. K. liner Siam Maru reports that her forepeak and holds one and two are full of water. The damage is apparently serious and she has been abandoned. Her crew were taken off by the Kashima and are to be landed at Colombo. No salvage steamer is available at Aden.

Belgian Firm Gets Yellow River Job

A Belgian firm has been awarded the contract for the reconstruction of the Yellow River Bridge at a cost of $10,500,000, according to the Chinese press.

Nile In Tonight, Will Sail Tomorrow

The steamer Nile of the China Mail which sailed from Hongkong Friday will arrive off Woosung tonight and will be dispatched for San Francisco by way of Japanese ports and Honolulu tomorrow afternoon. The tender with incoming passengers from the steamer will arrive at the Customs Jetty about 10 o'clock Monday morning. The tender with outbound passengers for the ship will be dispatched from the jetty at 4 o'clock tomorrow afternoon.

Correspondence

FAVORS EXTENSION OF YANGTSZEPOO TRAM LINE

Editor, THE CHINA PRESS

Dear Sir.—The tram terminal in Yangtszepoo is located in a lonely place, about half a mile off the Whangpoo River bank. Why it does not run down to the Point? The Riverside Power Station is on the bank, the Shanghai College is half a mile east from the Point, and also there is the Point Hotel at the turning corner. The military road running to Woosung connects with the Yangtszepoo Road at the Gate, not many yards from the Point, and many factories are going to be erected along that road. For these reasons and others, the traffic to the end of Yangtszepoo Road soon will be heavy. The present location of the terminal is both unsatisfactory and inconvenient. Therefore it would be in the interest of the Tramway Company and make for the welfare of the community if the line be extended to the bank of Whangpoo River or to the Gate. The road is wide enough for a single track.

In view of the fact that the Woosung Port is under construction and that the military road is the main highway to that port, the extension of the line seems to be further necessary, and urgent.

Yours faithfully,
JAMESON Y. CHANG.
Shanghai, Aug. 6, 1921.

Departing Students Guests Tomorrow Of University Club

The University Club will hold a farewell reception at the Columbia Country Club, from 5:30 to 7:30 p.m. tomorrow in honor of the Chinese students who are leaving soon to enter educational institutions in the United States.

All members of the Club are urged to attend and the reception will be open to ladies. Tea will be served and there will be a program of speeches.

SPANISH ARMY ADVANCING HITS MOOR HARD BLOW

Rebels Shoot Down Garrison After Arms Had Been Handed Over

(Reuter's Service)

Madrid, Aug. 5.—A communique reports that the Spanish troops have occupied Restinga in Morocco, and driven off the enemy who were attacking Suk-el-Arach. The enemy sustained heavy losses.

Soldiers who escaped from Zeluan report that, after the defenders had surrendered their arms in accordance with an agreement, the rebels fired on them. The commander of Zeluan was among the killed.

OFFICIALS ANGRY OVER SEIZURE OF RUM RUNNING SHIP

Justice Dept. Scores Federal Attorney For Capture Of British Schooner

(Reuter's Service)

Washington, August 5.—Officials of the Department of Justice are said to be angered at the seizure of the British schooner Henry L. Marshal—for alleged liquor-running—which they consider was immune.

The New York Herald says that the Department has forbidden similar seizures, and that it has also summoned to Washington Mr. Hayward, the Federal District Attorney, who announced that similar seizures would continue.

Hughes Urges Direct Service To Australia

(Reuter's Service)

London, Aug. 4.—The Daily Telegraph learns that the Imperial Conference has passed a resolution in favor of the Imperial Wireless Committee's scheme with modifications. Australia has withdrawn from the scheme but promises her co-operation. It is pointed out that under the present scheme Australia would be the last to receive messages, after four or five retransmissions, whereas Mr. Hughes considered that direct communication between Great Britain and Australia or, at least a system with only one retransmission, would be possible. Mr. Hughes now intends to leave the Australian Parliament free to adopt any scheme, under either State or private control, Australia undertaking the financial responsibility.

Ishii-Hayashi Will Sit In Supreme Council Room

(French Wireless through Reuter)

Paris, August 5.—Baron Hayashi, the Japanese Ambassador to Great Britain, has been invited by the French Government to join Viscount Ishii in representing Japan at the forthcoming session of the Supreme Council. The Petit Parisien remarks that Baron Hayashi, who was present at the last conference in London, possesses a profound knowledge of the questions which are to come up for discussion in Paris.

(Reuter's Service)

Paris, August 5.—The Supreme Council is likely to receive little assistance from the expert committee which has been discussing the partition of Upper Silesia. Convinced as to the impossibility of reaching a unanimous agreement, the experts have decided to present a report, setting forth all the solutions suggested in the course of the deliberations, with the arguments for and against each.

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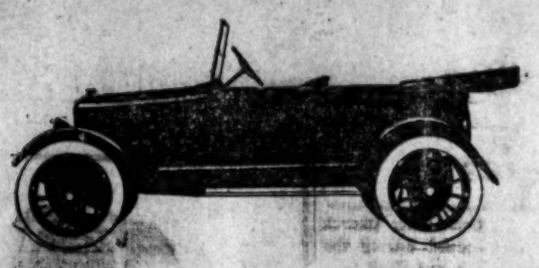

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Now, at the greatly reduced price, it is unquestionably a remarkable value.

Tls. 3,750.00

CANTON HOLDING FIRST ELECTION IN HISTORY OF CITY

(Reuter's Pacific Service)

Canton, August 4.—August 1 was the first election day in the political history of Kwangtung for the election of district magistrates and members of Assembly. Most of the districts will come under the influence of the Kuomintang, Dr. Sun's party, as there is no other in the field. Every voter has to pay a road tax of 60 cents before being able to vote, while some of the candidates have to pay taxes for their supporters, thus giving rise to the charge that the election is being bought or sold. There is no doubt there will be some corruption in the election.

First Of Seven New American School Teachers Arrives

Miss Rose Hart, who is to have charge of the Primary Department of the Shanghai American School, arrived on the Empress of Russia Friday.

Miss Hart was born in China and her father, Dr. Edgerton H. Hart, spent many years of his life in the Methodist Episcopal Mission at Wuhu. Her grandfather was Dr. Virgil C. Hart, also of the Methodist Episcopal Mission in China.

Miss Hart is a graduate of the Chicago Normal College and has been for some years a teacher in the Primary Department of John Vanderpoel School, Chicago. Miss Hart is the first of seven new teachers who are coming to the Shanghai American School this summer. The others are due to arrive between August 28 and September 2.

U.S. Ships Threaten To Haul Anything Anywhere Anyhow

London, July 28.—The United States Shipping Board today issued an ultimatum to the British shipping lines that unless its ships are accorded fair treatment on contracts for the transport of cotton from Alexandria to the United Kingdom and the United States, the shipping board will declare an open market and "haul anything anywhere any way."

Japan Will Oppose Shantung Discussion At Conference, Report

Japan will oppose China's attempt to bring up the Shantung question at the Pacific Conference, according to a Tokio telegram. She will either press upon the question of the unification of China or recognise the Southern Republic if this question is brought up, the despatch says.

Frederick Stevens, Consortium Agent, Returning To China

Mr. Frederick W. Stevens, representative of the American group of the Consortium, will leave Vancouver, B. C. for China on August 18 on the Empress of Asia, according to a cable message received from the New York banker. He will not stop in Shanghai, but will go by rail from Japan to Peking by way of Korea. He will be accompanied by Mrs. Stevens, Mrs. A. B. Mitchell and Miss Agnes Canfield.

Derelict Ship Seen In Gulf Of Pechili

The Coast Inspector announces that a report has been received to the effect that a large derelict fishing boat has been observed in Latitude 38° 43' North and Longitude 118° 34' East, approximately 13 miles S. 4° E. (magnetic) of Sha-lui-tien Island (Tsaofeitien) in the Gulf of Pechili.

MUTT & JEFF — Evidently Jeff's Determined To Cop The Side Bet Of Two Bucks — By Bud Fisher

SOME ARGUMENT MUTT AND JEFF WERE HAVING DOWN ON THAT PIER! JEFF'S LEFT SO I GUESS IT'S OVER!
Joe Spivis
253
WHAT WERE YOU AND JEFF SO EXCITED ABOUT JUST NOW, MUTT?
OH, HE WAS BRAGGING ABOUT HIS ABILITY AS A LONG-DISTANCE SWIMMER AND I BET HIM TWO BERRIES HE AIN'T IN MY CLASS!
WHEN ARE YOU GONNA DECIDE THE BET?
JUST AS SOON AS HE GETS BACK: HE SAID IT WOULD BE ABOUT TEN MINUTES! SOFT PICKING, I CALLS IT!
COME ON, MUTT! I'M READY TO START!
WHAT'S THAT STUFF TIED ON YOUR BACK?
FOOD, YOU SAP! MY FIRST STOP IS LIVERPOOL!

Imperial Conference Ends With Far-Reaching Results

(Reuter's Service)

London, August 5.—The official summary of the transactions of the Dominions Conference emphasises that the discussions on foreign policy proved most fruitful, and revealed an unanimous opinion as regards main lines and a deep conviction that the whole weight of the Empire should be concentrated behind a united understanding of, and common action in, foreign affairs. The means of circulating information in this respect among the Dominions was very carefully considered.

The opinion was unanimously expressed that the policy of the Empire could not be adequately representative of the democratic opinion of its peoples unless overseas representatives were frequently associated with the Imperial Government in determining the course to be pursued. All the members of the Conference were keenly appreciative of the value of this meeting and urged that similar gatherings should be held as frequently as possible.

The conference agreed that the reparation receipts allocated to the Empire should be apportioned as follows: Great Britain 86.85 percent; minor Colonies 0.80; Canada and Australia 4.35 each; New Zealand 1.75; South Africa 0.60; Newfoundland 0.10; India 1.20.

INCONGRUITY OF INDIA

As regards the position of British Indians in the Empire the following resolution was adopted: "The Conference reaffirmed each community in the British Commonwealth should enjoy complete control of the composition of its own population by restricting immigration from any other communities, but recognises that there is an incongruity between the position of India as an equal member of the Empire and the existence of disabilities upon British Indians lawfully domiciled in some other parts of the Empire; and the Conference is of opinion that, in the interests of the solidarity of the Commonwealth, it is desirable that the rights of such Indians to citizenship should be recognised.

"The representatives of South Africa regret their inability to accept this resolution in view of the exceptional circumstances of the greater part of the Union. The representatives of India, appreciating the acceptance of the resolution, nevertheless feel bound to record their profound concern at the position of Indians in South Africa, and hope that, by negotiations between India and South Africa, a way can be found as soon as may be to reach a more satisfactory position."

WANT YEARLY MEETINGS

It was decided by resolution that no advantage would be gained by holding the proposed Constitutional Conference which was recommended by the Imperial War Conference in 1917, although the present Conference attached great importance to continuous consultation, which can be obtained only by improved communications between the various parts of the Empire. The opinion was expressed that the overseas Premiers should aim at meeting annually.

Another resolution warmly thanked the English Prime Minister and his colleagues for the large amount of time given to the overseas Premiers, and declared that the meetings had clarified the lines of common action in Imperial and Foreign Affairs and still more firmly established the free co-operation of the peoples of the Commonwealth.

EPOCHAL SAYS MASSEY

London, August 5.—Mr. Massey, the New Zealand Prime Minister, interviewed by Reuter's Agency, declared that the Conference of the Dominions Premiers was an epoch-making event, as the Overseas Premiers for the first time had joined in the Government of the Empire as a whole.

Very important matters had been dealt with and momentous decisions had been arrived at, which would have far-reaching effect in the direction of Empire unity.

"I am strongly of opinion," said Mr. Massey, "that we have laid the foundations of a system which will develop into a satisfactory form of Government for the Empire. When the public realise the importance of what has occurred they will consider the result has been good work, well done."

SEND KING MESSAGE

London, August 5.—The Imperial Conference held its final meeting this morning. Cordial farewells were exchanged, and a message to the King was agreed to.

General Smuts left this afternoon by motor car for Southampton, en route to South Africa. Interviewed, he reiterated his hope for an Irish settlement and expressed his satisfaction at the results of the Conference.

Mr. Hughes, the Australian Prime Minister, was absent from the final meeting, having gone to Criccieth to unveil a bust of Mr. Lloyd George.

UNDERWEAR MILL NOW OPERATING

Envious of the success achieved by the "B. V. D." Mr. Thomas G. Wong, the first American returned Chinese engineer to install foreign machinery in China, has established at 699 Markham Road, what he calls the China A. B. C. Underwear Weaving Co., which boosts the first set of dobby looms ever imported into China and can be converted to the weaving of fancy work.

The mill produces four different kinds of underwear: union suits, two-piece suits, athletic suits and Chinese under-dress in separate pieces. The daily output is about 3,000 pieces.

The machinery is driven with crude oil. Besides the sewing machines, the mill has an electrically run plant for ironing and cutting, buttonhole cutting machinery and a humidifying system, a wooden slasher and an electrical calendering machine which Mr. Wong invented himself.

Mr. Wong was the engineer who set up the Hou Seng Cotton Mill, which uses exclusively American machinery and he is the founder of the Tung Yih Thread Mill, which is the only mill in China where fine sewing threads of various kinds are manufactured. The production of this mill is about 150,000 spools of 200 yards daily, and it will begin marketing this month. He is also founder of the Textile Engineering Consulting Co., consisting of three other engineers.

The mill manager of the A.B.C. Underwear Weaving Co. is Mr. E. Dze Hung. Except the head tailor, all the workmen and girls in the mill were once inexperienced laborers. They were specially trained under the personal direction of Mr. Wong.

Already the garments manufactured by the company are finding demand in Shanghai and elsewhere.

STERLING EXCHANGE

(French Wireless through Reuter)

Paris, August 5.—The Paris-London cross-rate today was quoted at £1=francs 46.48½.

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News Brevities

Yale men in Shanghai will have an informal dinner at the Union Club, on the top floor of the Bank of Communications building, entrance Hankow Road, on Tuesday, at 7:30 p.m. Dr. E. H. Hume of Yale-in-Changsha will be the special guest. Any Yale man who has not received notice can reserve a seat by notifying Acting Secretary W. D. Wong, Chinese Government Mint Commission, 10 North Honan Road, 'phone North 901.

* * *

The keeper of a lodging house at 71 Ningpo Road was fined $30 in the Mixed Court yesterday for allowing opium smoking in his establishment.

* * *

Immediate reorganisation of the so-called Kiangsu, Chekiang, and Anhwei Silk and Cocoon Guild has been ordered by the Ministry of Agriculture and Commerce as a result of a petition filed by Shanghai silk merchants against the guild. The petition alleges that since September 1915, there had been no election for officers, while Shen Lien-fang has remained in office as chairman of the guild.

* * *

According to a telegram received at the Japanese Legation in Peking, M. Obata, the Japanese Minister, is due to arrive at the capital tomorrow.

* * *

A Presidential mandate under date of August 5 appointed General Feng Yu-hsiang, the Christian Commander, commander of the Seventh division.

Services at Community Church will be discontinued during the month of August and until Sunday, September 11.

* * *

Mrs. A. H. Hallam and her daughter, Mrs. L. Scelsi were among those who arrived on the C.P.O.S. liner Empress of Russia. Mrs. Hallam and her daughter returned to Shanghai from Rome, Italy.

* * *

Rumors are again current that the fall of the Chin Cabinet is imminent and that Chang Tso-lin, the Mukden warlord, will organise a new Cabinet.

* * *

Alfred Sze, Chinese Minister to Washington, has cabled Peking for the names of the Chinese delegates who will attend the coming Washington Conference on disarmament.

* * *

The Ministry of Foreign Affairs is planning to offer prizes for memoranda written on questions to be brought up at the Washington Conference.

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OVOMALTINE

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ABUNDANT SUPPLY OF MILK

IN ADDITION

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88420—Tacra la notte. (Peaceful was the night) Tetrazzini.
89040—Mal reggendo all'aspro assalto—Homer, Caruso.
87001—Di quella pira (Tremble ye tyrants)—Caruso.
88121—Ah, si ben mio, (The vows we plighted)—Caruso.
89030—Miserere—Caruso, Alda and Chorus.
88426—D'Amor Sull' ali rosee—Tetrazzini.
88537—D'Amor Sull' ali rosee—Destinn.
89018—Ai nostri monti. —Homer, Caruso.

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6,000,000.00	Guaranty Trust Company of New York	90,000,000.00
10,802,000.00	Guardian Savings and Trust Company, Cleveland	93,967,000,00
22,000,000,00	Mercantile Bank of the Americas, New York City	250,000,000.00
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Gents Fancy Barat Lee
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"Craven" Collars
For Dress wear.
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"Pyramid" Handkerchrefs
Very select
Usually $6.50 Dozen
Sale Price **$5.75** Doz.

1.000 Dozen
Gent's Three Fold
Linen Faced Collars
Usually $4.50 Dozen
Sale Price **$1.00** ,,

250
Gents Fancy Silk Oper-end Ties. Very neat.
Usually $2.50
Sale $2.00 each

750 Dozen
Gents White Cambric
Handkerchiefs (full sizes)
Usually $3.50 Dozen
Sale Price **$3.00** Dozen

200
Boys' asstd. coloured Derby Ties.
Usually 50 cts.
Sale Price 40 cts. each

1. 500 pair
All pure nett Silk asstd. colours.
Usually $2.50
Sale Price $1.75 pair

2,000 pairs
Gent's all White cashmere Sox. All sizes.
Usually $2.50
Sale Price $1.75 pair

500 pairs
Gent's Black Cashmue Sox. Best quality all sizes.
Usually $2.00
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ALL BRITISH **SALE OF TOWELS** SHEETS & TOWELS

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Extra soft absorbent fringed ends

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50 Only
EXTRA LARGE BATH SHEETS
Size about 74 x 96 in.
Usually $19.50
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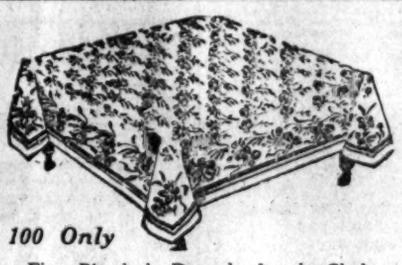

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Size about 54 x 54 in. all hemmed ready for use. SALE PRICE **$3.25** each

500 Dozen
Bleached Huck Towels with finged ends ize about 18 x 36 in.
SALE PRICE
$5.75 per doz.

200 pairs extra heavy double warp Wigan Sheets all hemmed ready for use

Size	Sale price
2x2½ yd	**$10.50** per
2x2¾ ,,	**$12.25** ,,
2x3 ,,	**$13.50** ,,

Pillow Cases to Match $1.15 each

THE AREO SHEET.
Lightness, Size and wear.
2x2¾ yd **$11.50** pair
22x2¾ ,, **$14.50** ,,

200 pairs absolutely pure linen sheets with plain hems

Sizes	Sale price
2x3 yd	**$39.50** per
2½x3 ,,	**$42.50** ,,

With Hemstitched ends

Sizes	Sale prices
2x3 yd	**$59.50**
2½x3¾ ,,	**$62.50**

Pillow Cases to Match $4.75 each

All linen Lunch Cloths Size 54x54 in
$9.75 each

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Mercerised Lunch Cloths
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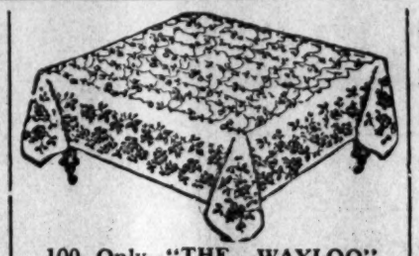

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Tablecloth Highly mercerised

Sizes	Sale prices
70x70 in	$5.75 each
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50 Only
Pure linen Lunch Cloths
Size about 45x45 in Sale price
$7.50 each

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Size about 50x50 in Sale
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100 Dozen
Strong Mercerised Napkins
Size about 20 x 20 inches
SALE PRICE
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Size 23 x 23 in.
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200 DOZENS. Kitchen cloths
Size about 22 x 22 inches
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200 Dozen
Highly Mercerised Napkins
Size about 23 x 24 inches
SALE PRICE
$10.50 per doz.
All trimmed abt 22 x 22 inches
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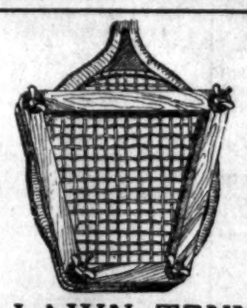

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BRITISH RECOVERY FROM WAR SLOW

Unemployed Disinclined To Labor And Workers Take Little Interest

LANDED GENTRY PASSING

London's Pretty Barmaids Now Only A Memory—Betting The Rage

London, June 22.—Thousands of men and women are idle in all the large cities in England and Scotland through the coal strike and the shutting down of the cotton mills and other industries all over the country. Business men here blame the Prime Minister, Mr. Lloyd George, for giving way to the miners and continuing the bonuses to the unemployed. The claim that while men can get enough money every week from the Government to pay for their food and lodging and get beer and tobacco there is little likelihood of their wanting to return to work.

No one indeed works more than eight hours and the average men and women take very little interest in their duties during that time. It is this attitude on the part of the employes that has caused so much pessimism among the heads of big corporations in regard to the future outlook for England. German goods are being sold in all the big cities at lower prices than they can be turned out in the factories in England and Scotland.

This has so far been the hottest and driest Summer England has experienced for twenty-five years and the unemployed are enjoying long hikes along shady lanes and sleep among the hay in the fields. The cities and towns in England and Wales have given doles to the miners amounting to thousands of pounds which have to be borne by the taxpayers, who are grumbling about the increase in the rates.

Within a few miles of Cardiff, Wales, some miners discovered a vein of coal in the side of a hill which they have been working above ground and selling at 15 shillings a ton to any one who could cart it away. The owner of the hill has not received anything and was called a "blighter" by the miners when he protested. While the miners can walk about the streets in the bright sunshine smoking their pipes and get their food regularly, besides having their families supported by the kind-hearted civic authorities, why should they wish to burrow underground and dig?

The general masses of the unemployed, including the ex-army men, have discovered a way to increase their doles by forming brass bands and playing in the streets of the chief cities. In London it is almost impossible to pass down any of the leading thoroughfares like Regent Street, Oxford Street, the Strand, Holborn, Mile End Road and Fleet Street without hearing this kind of music. The bands start work at 8 a.m., and select pitches outside the principal hotels because the guests throw money to the men out of the windows to induce them to go away.

DOLEFUL INSTRUMENTS & AIR

Trombones and that mournful instrument, the clarinet, play a chief part in the performance, and the music selected is of the most dismal kind. The chief tunes are "Annie Laurie," "The Heart Bowed Down," "The Last Rose of Summer," "True Till Death," "The Mistletoe Bough," "You May Have Been All the World to Your Mother, but You Are a Pain in the Neck to Me," "She Wandered Down the Mountain Side," and many others of the old death and misery ballads of the early Victorian type.

The chief topics of conversation among all classes in London during the month of June have been the Derby and Ascot horse races, the polo contest between the American and the British teams and the cricket matches between the home teams and the Australians. Silesia, the coal and cotton strikes and the general slump in business and finance throughout the country have been pushed aside by the enthusiastic men and women of England, whose only ideas in this bright Summer weather were centered on the sports.

Betting has been the rage this year among all classes. I have seen women of 70 rush out of their cottages to hand a bookmaker a shilling or two wrapped up in a piece of paper with the name of the horse they wish to back written upon it. I asked a well-known literary man in the Savage Club what he thought of Silesia, and he replied "What race is it in?" Shoeblacks leave their boxes by the wayside and drivers leave their taxies to stand outside the newspaper offices in Fleet Street and wait for the names of the winners to be posted up.

The majority of the people do not take any interest in their work. Their chief object is to obtain as much money as possible and do the least for it in return. The twenty-shilling gold piece used as the basis for British currency in pre-war days conveyed an idea of wealth to the workingman. When the high wages were paid in the pound notes called "Bradburys" he became used to spending them in a light-hearted manner and lost his idea of the value of money. It affected the women workers in the same manner.

The cost of living has been considerably reduced now and the big industrial corporations claim that if they are to continue in business here must be a drastic cut in the wage scale this Fall. Pessimistic editors of daily newspapers believe that this will bring on a social revolution which will entail disaster upon the country and the whole of Western Europe. Optimists, who are in the minority, contend that the period of reconstruction after the Napoleonic wars a century ago was equally bad and that England will pull out ahead of the other countries in Europe, including Germany, in spite of the alleged Teutonic efficiency.

The sons of the well to do classes who left the university at 19 to take part in the World War are worse off than the working men at the present time, because they find it very difficult to go back to study and take up their education again from the point where they left it off. Professors at Oxford and Cambridge assert that these young men appear to be unable to concentrate, and many have left their colleges in despair and gone in for business. Their career in the army during the exciting years of the war has in the majority of cases unfitted them for any kind of work until they can recover their normal balance.

MAJORITY THEATERS CLOSED

Theaters have suffered intensely from the coal strike and the majority of them throughout the country have been compelled to close. Before the war the British public would have felt the coal strike very keenly but the people learned to go without so many things during the five years of the struggle for life against the Germans that they do not appear to mind anything now. People are learning to use oil and gas more than they did before and in the country they are burning wood for cooking and heating purposes and in some of the boggy sections peat is being consumed just as in Ireland.

There are no suburban trains out of London on Sundays and no excursions to the seashore and the hills on holidays, so the people either stop at home and picnic in their back gardens or travel by the new motor char-a-bancs which traverse all the principal routes like the old mail coaches used to do a century ago. In an automobile trip from London to Brighton, a popular seaside resort fifty miles away, I counted seventy of these char-a-bancs carrying fifty passengers each on the road in half an hour. They are fitted with comfortable seats and have rubber-tired wheels and springs which make riding quite easy and accomplish the journey in less than three hours.

When the railroads recover from the coal strike and restore their train service they may feel the competition of the motor char-a-bancs as they are cheaper and the riding in the open air in Summer along shady lanes will be more popular than traveling in a closed-up railway carriage.

The fares on the railroads have been increased 100 percent, but it has not stopped the tide of travel. Apparently no one wants to save money, and the trains are packed on all roads leading out of London to the north and to the Continent. Belgium is getting the bulk of that kind of tourist travel, as the cost of living and transportation is cheaper than in any other country in Europe and there is no charge for passport vises and no delays caused by tedious inspections on the part of the Government officials. The Great Eastern Railway steamers from Harwich to Antwerp are full each trip.

The motor bus routes from London have been extended in all directions, and there are good services from 8 a.m. to midnight to the principal points within a radius of forty miles of the metropolis.

The Londoners are clamoring through the newspapers against the continuance of the Liquor Board Control. They object not only to the poor quality of the whisky, 30 percent under proof, but also and chiefly to the hours at which spirits, wines and beers may be sold. Ten o'clock is the closing-down time at night, and the restaurants will not keep open to serve suppers after the theater because the managers say it does not pay to do so unless they can sell wine. In consequence of this law, the hungry stranger who arrives in London at a late hour cannot obtain anything to eat in the hotels unless he telegraphs ahead or stands and eats hard-boiled eggs at a coffee stall in the street.

The closing of the restaurants has made London very dull after 10 o'clock and foreigners, including Americans, rush away to Paris where they can eat and drink all night if they feel so disposed. The London hotel proprietors allege that wireless messages are sent off to the Atlantic liners when they arrive in the Channel warning them that London is too dismal for words and advising all good Americans to proceed to Paris where the lid has been taken off and thrown away. Anyway there has been a dearth of visitors to the British capital and many of the hotels have been half empty all through the season.

NO OPERA SEASON THIS YEAR

There has not been an opera season at Covent Garden this year and the old county families who used to come up regularly in May or June for three or four weeks' gayety have disappeared. This is due, it is said, to the heavy taxes the Government has put on the estates and the uncertainty of the general financial and business outlook in England.

The newspapers print columns of advertisements daily offering ancient houses and estates for sale which have been in the possession of the old county families for centuries. This includes the squire class who took an interest in local affairs while their women folks looked after the social welfare work in their neighborhood. The war profiteers, who are purchasing the estates, have no idea of the duties entailed upon the squire of the manor and do not care anything for their tenants except to get their rents.

One reason given for the country people disposing of their landed property is that they are afraid of a Labor Government which might seize the estates and distribute them to the public at large. These country landowners have always been regarded as the bulwark of English national life and their passing is regretted very much by those who have the interest of the country at heart.

"The glories of Rotten Row, Hyde Park, where the most famous men in England used to take equestrian exercise in the afternoon, have also disappeared and scarcely any person of consequence walks through Hyde Park between 4 and 5 in the afternoon to see the aristocracy drive by. Automobiling has of course had a great deal to do with the falling off of the carriages in Hyde Park.

Travelers arriving in London early in the morning should carry a food ration with them as they will find it difficult to get anything to eat before 8:30 or 9 o'clock on week days and 10 o'clock on Sundays. In the City proper between Ludgate and Aldgate no restaurants are open from Saturday afternoon to Monday morning and the policemen who go on duty on Sunday have to carry their dinners with them. It is even worse in the provincial cities in England, especially the Cathedral towns, where it is considered sinful to sell anything on the Sabbath.

The English women have gained their independence and seem to take a delight in pushing men off the sidewalk when they are all rushing for a motor bus or trying to enter trains on the tube railways. They smoke cigarettes in long holders in all public places, wear bobbed hair and short skirts, and walk along with a slouchy swing like seamen who have been for a two years' voyage in a sailing ship. The majority of them affect to think that it is effeminate to study dress any more.

King George is perhaps the hardest worked man in London during the greater part of the year as he has a strenuous daily program mapped out for him which he is forced to carry out in addition to his various duties in signing papers and discussing national problems with his Ministers. His eldest son, the Prince of Wales, runs him a close second.

The men who operate the places where liquor is sold during the stated hours, 12 to 2:30 p.m. and 7 to 10 p.m., are making fortunes, as they charge higher prices and do with one-half of the staff that they employed before the war. In those days it was the custom to have beautiful blondes or brunettes to dispense the liquid refreshments in order that the gilded youth of the metropolis should be induced to remain longer in the bar and spend more money.

Now the situation is entirely changed. The barmaids are selected from women of the iron-faced type, lacking the slightest smattering of the classics, in order that the customers shall be impelled to drink up their glass of whisky or beer quickly and leave to make room for others.

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Mine Has Had o Be A Single-Track Life'

(Avoidance of Marriage Was Indispensable — Absolute Concentration Was Essential—I Appreciate the Beauty of Marriage, but We Unmarried Have Also Our Importance, says Miss Sylvia Pankhurst)

London, June 6.—Mine has had o be a single-track life. Even my childhood days, and long efore I knew what my life work as to be, I instinctively avoided verything that could possibly limit y freedom to devote myself to me, then unknown, task.

For example, though my parents, ho believe in careers for women, ould often ask me, "What would ou like to be?" I would not comit myself. They suggested doctorng, writing, and so forth. My ther, who was a very learned wyer and one of the most brilliant en at the bar, even suggested the w, and offered to coach me.

But no, I never would make any efinite choice, feeling in my innerost self that there was some pecial work waiting for me, when e right time should come, and hat I must on no account become ngrossed in any other career. Yet never could explain or even speak this feeling to others.

WHY SHE IS UNWED

Avoidance of marriage and all hought and project of marriage s an even more indispensable part f the instinctive plan of keeping y future free of every mortgage pon it, for the sake of some unknown mission.

When I had definitely taken upon myself the task of winning votes for women every other interest was dismissed from my mind.

Absolute concentration was essential. It was my imperative duty I felt. There were so many points to be watched, so many difficulties to be overcome. There was policy-making, strategic moving and counter-moving.

MARRIAGE MEANT DESERTION

People were apt to think we did nothing but plain militancy, but there was "more to it" than that. There were the numberless meetings to attend, speeches to be made and the election work by which as the Press said, we made "an impression strong and uncomfortable on the party in power."

There was the sheer art and science of applying all the political force we could muster to the party-political machine so as to make sooner or later the legislative coach wheels go round. To circumvent or overcome the attempts to boycott and break and undermine our movement meant a constant vigilance, an incessant activity—how catalogue all the things that had to be done and thought of?—it is impossible and they will never be known.

"We should have thought you had deserted us if you had married," said a woman to me the other day when she heard I was to write on "Why I never married."

And that is certainly what they would have thought and said. I should have felt it, too, knowing how women needed one's intense and single-minded concentration on their cause. For it is only by concentration that so great a change as that we have seen where women's position is concerned could have been accomplished. If women could now suddenly go back to 1905, in which year our suffrage revival began, they would find their position as it was at that date, both incredible and intolerable.

EFFECT ON GOVERNMENT

Another reason that carried great weight with me was the fact that victory in any conflict goes to the one who can hold out longest—it is an affair of the last quarter of an hour. So I had to convince the Government, who would not give us the vote, that my determination to fight, to "militate" for the vote, was stronger and longer than their determination to withhold the vote and coerce the militants.

As it happened the Government's conviction of the Suffragette tenacity depended on their conviction of my own personal unending unyieldingness as leader. I did convince them of it; otherwise Lord Crewe would not, as he did, have warned the British Lords that if they did not pass woman suffrage our militant struggle would "certainly be renewed, perhaps in even more violent forms than before."

But if I had married the Government of the day would certainly have hoped, and hoping believed, that I was likely sooner or later to abandon the militant policy and that militancy would accordingly collapse. They would have persuaded themselves that a husband's influence would in the end prevail and weaken militant purpose.

And what a terrible difficulty, if not impossibility, it would have been for me to convince them of the contrary!

I had also to be most careful not to let it be supposed that I was contemplating marriage with anyone. The risk to the cause of my marriage or expected marriage would have been too great. It might also have happened that the career, or interests, of my husband, if I had had one, would hardly have benefited, considering the desperate and even unmerciful pressure which the authorities were prepared to make in the attempt to force a cessation of militancy while still refusing votes for women.

MARRIAGE ENNOBLING

All the foregoing does not mean that I fail to appreciate the beauty of true marriage. I have seen too many happy marriages for that! As a child of an ideal marriage, I know how perfect and enobling is the marriage of the right man with the right woman.

And now it is time for me to point out that we unmarried women have also our importance, and that we can be as happy as anyone living in this faulty world can hope to be if we miss some joys, we are yet spared some trials and sorrows.

We notice that even the happiest wives (and they perhaps most of all) emphatically advise us spinsters: "Never marry unless you feel you absolutely cannot help it."

It is they, too, who warn us that marriage is a "lottery" in which a great prize may be drawn, truly, but not prizes only. Moreover, as so many women are unable to marry because, especially since the war, there are more women than men, it is surely a very good thing for those of us to remain single who know how to be happy through unmarried—and so leave the available husbands to the other women.

WORK OF THE UNMARRIED

Besides, this country would be very much the poorer if it lost all us unmarried women, for it is we who have most time and thought, and perhaps even most heart, to give to the care of the sick and the friendless and to the cause of social reform.

The unselfish work of unmarried women is, indeed, one of Britain's particular glories. Florence Nightingale in the last generation and Edith Cavell in this are but two great representatives of a host of happy, honored, noble, unmarried women.

"Do you hate men?" I have sometimes been asked, for the ridiculous idea used to prevail in some quarters that the suffragettes in general, and I especially, were man-haters. Yet we always had a great number of happily married women among us, and they could obviously not be haters of men.

As for myself, I do not hate men, and have never had any personal reason to hate them. They have always treated me well, except when I have been contending with them on a political issue. Any quarrel with men has been a political one, and I have always made a point of returning political blow for blow, so to speak. And as I am able to say that I have ended by getting the best of it, why should I waste my energy in feeling even a political hatred?

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DOLLAR DECLARES SHIPPING ISSUE SERIOUS MATTER

Also Says U. S. Will Not Grant Philippines Independence With Protectorate

CITES OCEAN TROUBLES

Calls Labor Question In America Handicap To Foreign Commerce

Manila, July 20.—Captain Robert Dollar, head of the shipping company bearing his name, addressing the American Chamber of Commerce yesterday noon touched on the question of Philippine independence as he spoke of the importance of far eastern commercial developments. He expressed confidence that the Wood and Forbes report will bring out the true conditions here, and declared that the islands will not be given independence with an American protectorate.

Captain Dollar was introduced by Captain H. L. Heath, president of the American Chamber of Commerce, as the "grand old man of Pacific commerce, Captain Robert Dollar, who at 74 is still in the game."

The following is a stenographic report of Captain Dollar's speech:

"I don't know if I will be able to speak loud enough so that you will all be able to hear me but I will do my best. I unfortunately had an automobile accident and got one of my ribs stove in, and I am a good deal like the people from Los Angeles—we call them all 'one-lungers,' and today I am a 'one-lunger.'

MAY RAMBLE A BIT

"I don't know what to say to you that will be of the most interest. Probably what I will say might be somewhat rambling.

"No doubt you would all like to hear a report from the homeland, but it is three months and a half since I left the United States and things are changing so fast there that I think I would be quite safe in telling you that I don't know anything about it. When I left there, however, it will be a satisfaction to you to know that the finance of the United States have gotten on an absolutely solid basis, and our banks, taken all through, were in a very very, good condition. There is just one fly in the ointment in the U. S., as I see it today, and that is that the labor unions have definitely decided that there shall be no reduction in war-time wages, and as we understand it, that condition is impossible when we come to compete with the foreign trade of the world. It cannot be done.

"To give you an illustration of that—a good many people think, you know, that Germany, France and Belgium were so crippled during the war that they 'aren't in it.' We had an experience in Peking the other way, when bids were opened for 240 freight cars (or carriers?) The American bid—the lowest American bid—(my company happened to put it in), was a little over two million dollars. The British bid was about a half million less than that. The Belgians got the business at $1,000,000, and our bid of two million was figured very, very low, for the delivery was to be made in Tientsin, which is very expensive to get into. So that with our labor unions holding this theory that they have got, it is truly impossible to get out in the foreign trade, especially when these other nations are able to get in.

CRUSH OF AMERICANS

"I will just say a few words about China, because I have been there for a couple of months and possibly am more familiar with Chinese affairs just at the present moment than any others. On the 4th of July, we had a meeting in the consulate in Shanghai; a reception; and I was astounded beyond measure to see the number of Americans that were there. The Americans in China, the commercial men, business men of American origin, in China, have increased about threefold during the last three years, so that it is very encouraging, must be encouraging, to you American here to know that such progress is being made, permanent, good progress. Of course, in the last year or so they have had their troubles there, the same as you have out here; but you gentlemen here, or the business men in China, haven't got a monopoly on the troubles of the world. I want to tell you that they are all over, and every nation has its financial and commercial troubles, but it is possible that you gentlemen here feel them a little more on account of politics being mixed into your commerce.

"It might interest you a little to know that I just took a little trip up the Yangtze river, about 1,600 miles from the ocean, where we are now running American passenger steamers that high up the river, into the province of Szechuan, opening up a country of seventy million people that have practically no communication with the outside world. We are trying to develop American commerce with that great—I might call it a nation; a people of seventy million is a nation. There are great prospects up there for American trade. No doubt you think: 'Well, that don't affect us in the Philippines. But it does affect you here, because we are all located together; all the Americans in the far east have a community interest together, whether doing business in the Philippine Islands or in China.

PESSIMIST ON SHIPPING

"I will say a few words about shipping; probably I am more familiar with it than with other subject, because as you know, any subject that affects a fellow's pocketbook—why, he's pretty well interested in it, and knows more about it. Shipping all over the world, as you know, is in a very, very bad condition. There are about fifteen or sixteen millions tons more shipping today than when the war started, and the business of the world has decreased—I couldn't tell you what percentage, but a very, very great decrease from the time the war started, so that pretty close to one-half of the tonnage of the world is laid up. Shipping is a question, like all others, of supply and demand—that's the great regulator in this world. When there weren't enough ships to carry all the cargo of the world, we could tell you gentlemen where you got off at, and you had to pay us the price we asked. Now, when there are far more ships than cargoes, you tell us fellows where to get off at, and we're getting off, too, I tell you. (Laughter).

"As to how long this is going to last, a great many people think: 'Oh, it's going to be short.' I can claim that when the commerce of the world goes away up to a high peak and stays there quite a little time, when it comes down it is going to take quite a while to recover. We never, in the history of the world, got up to such a high peak as we did during the war, and I think we are going to have about as long a come-down as we had in coming to it, and I don't think you can look for very much improvement in shipping before 1922—it will be pretty close to that before shipping improves.

SHIPS GETTING BIGGER

"There is another thing that probably a good many of you don't think about, and that is the size of ships. Twenty-five or thirty years ago, when I started over here first, a 5,000 or 6,000 ton ship was a great big steamer, and most of them were 5,000 tone. This boat that I came in on was 16,000 tons. That just gives you an idea of how shipping has increased, and how much more freight it is going to take to keep ships going than it did before. Before I came away from home, I was looking over some very old letters. A great-grandfather of mine had been in Singapore many years ago, and he wrote a letter in which he said: 'We have been here three weeks, and I have succeeded in getting a great, big cargo for my boat 800 tons. We got very good dispatch, and I hope to get away in two weeks.'

"Five weeks to get away on 800 tons! If we didn't get that on in one day, nowadays, our scalp would come off.

"I will just say a word about American shipping. Of course, you are all interested in the shipping board because they have so many ships, and you are going to depend to a very great extent on these ships. This shipping board that has been formed—we don't know very many of them, but we know enough about them to know that there isn't one shipping man on the board, and if any of you gentlemen in business would want a manager to carry on your business—we will say that you are in the dry goods business—would you call in the applicant and say "Do you know anything about dry goods?"

"'No, not a thing; I never had anything to do with it.'

JUST THE MAN

"Well, you're the man I want.' (Laughter).

"There are three lawyers and a newspaper man and two politicians on the board.

"Now, as to American ships in the future, it is a very, very serious problem. As you may be aware, I happen to own and operate as many American ships as British ships, so that we have the figures, of course, and know the difference between the ships. Now, if our laws were the same as the British laws, there is no reason in the world why I couldn't operate my American ships in the same trade with the British ships. We are able to operate our British ships—and have done so for the past thirty years—and never missed paying a monthly dividend. Surely we could operate American ships on identically the same basis if the laws were the same, but our laws make it a bald impossibility. It is a long story, and won't go into it; only suffice it to say that it can't be done. There has been no movement, or laws made by congress, that will help our ships any at all. There have been several to further injure and hurt the operation of American ships, but none to help us, so when you look at it from that viewpoint—that is, the viewpoint of the politicians in Washington—it is not so very encouraging.

"A god many of you have heard of the Jones bill, which was going to give a great advantage to American ships, so that a ship carrying freight from a foreign country into a home port would have a rail freight of half of what the foreign ships would have to pay. That's for the rail rate. Mr. Jones forgot that the law that we have read about in the bible might not work—where when a man strikes you on one cheek, you turn the other to him and let him strike you on the other side. But nowadays, instead of turning the other side to you, you are liable to get punch right square in the nose, and that is what might have been the result of that law, but they have wisely decided that they won't put it in force.

ANIMOSITY NO USE

"Now, I claim that it isn't any use to stir up animosity. I think that we can all live quite peaceably together, without getting up any laws that might cause enmity. If we are in competition, we don't have to be enemies with our competitors. The best friends I have in the world are the men that are in competition with me in the shipping business, and this effort to make animosity between nations isn't going to work.

"Another matter of very much importance to you here is that a bill has gone through to extend the coastwise laws to the Philippine islands, and that of course will necessitate all trade going to and from American ports and Philippine islands ports on American bottoms, which makes a monopoly for Americans, and of course the rates will go up. No doubt about that. Then, when you come in competition with buying or selling your goods, you have got to pay the piper.

"Now, I am going to talk on a very ticklish subject: Philippine independence. You have all heard about it before, I think. In talking with the leaders of the Philippine government two or three years ago, I said to them: 'I think, if you tried hard, you could get independence, but it wouldn't be the kind of independence that you fellows want. You want independence with the United States standing godfather over you, so that when you got into a scrape with any of the foreign powers, as you would a few months after you got independence, you could call on your godfather to fight for you. You're not going to get that.

WANT FIXED POLICY

"Now, what is wanted—it is no use talking about independence; all that is talk—but what we want is a fixed policy; what we are going to do, and tell the Philippine islands what they are going to do, and do it, and no more fooling about. (Applause).

"An investigation has been made, or is being made, by two men, than whom there are no better in the United States, or in the world, to judge what is right and what is wrong. That is General Wood and Cameron Forbes, and their judgment and their decision is going to be so near right, I want to tell you there's no fun in it I wouln't like to guess what they will tell you; (laughter)—but they are going to give you a sure, unbiased, and right report. There will be no question at all about it, and it is up to the United States to follow their report, whatever it may be. As I say I don't know what that report is going to be.

"There's another thing that interests us all. Suppose independence was given here and you gentlemen would all receive notice to quit. You'd get it, probably, in the kind of way that I got, and other Americans got, over in Manchuria, from the Japanese. They didn't come out and tell us to get out, but they went about it in a way that we were all glad to get out with a whole skin.

ASKS FAIR SHARE

"The United States wants a fair share of the commerce of the far east. If these islands are given up, and we have no base here, how can we hope to retain our fair share of the business with the prestige that we would lose? I tell you, gentlemen, it is a serious matter to consider, and one of the most important that our government has before us. Just coming from China, and seeing the tremendous possibilities there for trade, and seeing how, since the war, Americans have worked in there and taken the business from the Germans, I tell you that it looks so gigantic to me that I couln't begin to think of what the prospects would be in a few years to come, if we only kept on.

"I claim that there is the greatest future for the American merchants and shipping on this ocean here than any part of the whole world, and I have always said that the center of commerce of the world will be on this Pacific ocean, within the recollection of some of you younger men.

"I don't suppose I will live to see it. Your chairman told you my age was 74, but that was my age five years ago. But I don't may yet but what I might live to see it. I hope I will." (Great applause.)

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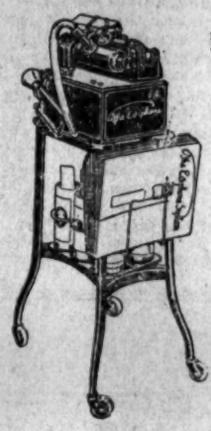

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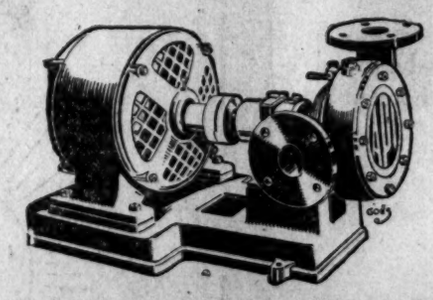

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A 102.

Spotlight Turned On Trade Activities Of The Germans

Europe Now Faces Gravest Problem Of Reconstruction Period With Former Enemy Turning Out Flood Of Low-priced Goods

A remarkable survey of trade conditions, not intended orginally for general publication, but a circular trade letter that was received recently from a large British manufacturing concern, throws a sharp light on German industrial activities and explains the grave problems that British and other European manufacturers are now facing.

The communication points out that by means of low labor costs and high individual production Germany has begun to turn out a flood of goods at prices with which manufacturers of other countries cannot compete and a close-up view is also given of the effects of the coal strike in Britain and the difficulties besetting industries generally on the continent.

THE LETTER

Excerpts from the letter follow:

"The last few weeks have been characterised by a general feeling of unrest and insecurity in all the European producing centers with the possible exception of Germany. As far as Belgium and France are concerned this, to a very large extent, has been brought about by the dissatisfaction regarding the course of political events concerning the settlement with Germany, many in those countries being of the opinion that to some extent the British policy towards the Germans was friendlier than it ought to have been, and correspondingly antagonistic to the interest of the Allies.

"As a result, business once more is slackening considerably and this has, of course, acted on prices of material. After the short period of stiffer prices, the tendency towards further reductions has again set in, and once more buyers are beginning to hold off in the expectation of a further decline. An important factor which is contributing to this is, of course, the reappearance on most of the markets of cheap German material.

"In previous reports we have already pointed out that contrary to the conditions prevailing in all the other countries, the German workman is paid lower wages now than before the war, and as this is really one of the most important points, it might be worth while stating once more that whereas the purchasing value of the paper mark in Germany is only one-tenth to one-twelfth of the value of the mark in pre-war days, wages in general have only advanced to about seven paper marks to each gold mark paid before the war. This, coupled with the greater productiveness of the German worker, gives the material of that country an immense advantage over that from any other source. This is gradually being recognised in Belgium as well as in France, and in the former country a general reduction in wages of another 5 percent is foreshadowed for the middle of June, with a further reduction of 5 percent contemplated for the middle of the month of July.

OUTLOOK IS GRAVE

"It is very doubtful, however, whether in view of the great difference in quotations from Germany and those from France and Belgium, such reductions will be sufficient, and much more drastic methods will have to be adopted by the allied countries to prevent Germany turning a military defeat into an industrial victory.

"The instability of conditions in the producing centers is greatly aggravated by those prevailing practically all over the world. Compared with pre-war times, prices even today are very high, and the purchasing power has greatly diminished. Coupled with this, nearly all markets are still suffering from speculative wholesale buying during the first part of last year, notedly in the East where there are still large stocks of material bought at excessively high prices. Until these stocks are disposed of it is useless to expect further improvements to any great extent. We are doubtless, however, past the worst and a few months should suffice to get rid of these stocks and their deterring effects on new business. Owing to such surplus holdings and the necessity in which their owners find themselves of getting rid of them at any sacrifice, the anomalous conditions are to be met with that frequently in the outlying markets material is offered at much lower prices than those quoted in the producing centers.

"Buyers still believe that drastic cuts in prices are bound to come, such as occurred during the latter part of last and the first few months of this year. Up to a certain point they are justified in expecting further reductions, but it must not be forgotten that the monetary standard of today is a different one from that of pre-war times and, furthermore, that there has been a great change in the position of the working classes in the industrial situation. Before any further great reduction in prices can take place, some radical changes will have to be made in the cost of production. At present and to avoid having to close down entirely Belgium's and French mills are working at a loss amounting at times, to as high as 50 francs per ton. Such conditions cannot go on for ever and many instances of curtailment of production to minimise such losses have come under notice.

GREAT BRITAIN

"The evil effects of the coal strike are becoming more accentuated every day, and the position is probably by far the most serious one British industries have ever had to face. The results have been so far-reaching that the settlement of the strike will only be a small step towards industrial rehabilitation.

"On a large number of markets British material in the meantime has been supplanted by that of foreign make and, at the best, it will take a considerable time for these markets to be reconquered. It is doubtful even whether it will be possible to win back all the territory lost, more especially in view of the fact that with the present decreased purchasing power, buyers are unable to accede to quality the same importance as heretofore. For quite some time to come, price will be the only deciding factor, so that after the coal strike has been settled, the British industries will have to pass through a serious period of drastic readjustment of all the various items affecting the cost of manufacture. This refers not only to the cost of the various kinds of raw material and that of labor, be it by means of a reduction in wages, an increase in productiveness or a combination of both. The methods of production, management, etc., will also require a serious overhauling if there is to be any hope of bridging the wide gap which, with a few exceptions, exists at the present between cost of production in Great Britain and price at which competing countries are able to sell.

"Today's situation is not altogether the result of the coal strike, but one of the worst effects of the latter has been that of forcing affairs in Great Britain to mark time, whilst in other countries all energies have been bent towards solving the various problems resulting from the recent war, and in bringing their industries back towards more normal conditions. Those, therefore, who expect any great resumption of business in Great Britain as soon as the coal strike is ended are bound to receive a serious disappointment. It will mean courage, hard work, wholehearted co-operation of all concerned to regain the ground lost, but given the British character it is merely a question of time when this will be accomplished.

UNITED STATES

"Reports from this country indicate no improvement during the last four weeks. The output in iron and steel is estimated at about 30 to 35 percent of the total capacity and orders are now about one-third of the normal bookings. The steel corporation seems to be the only concern that can show a slight increase in new business over preceding months. Against this, however, it must be remembered that the average of orders received by them during March, April and the beginning of May was exceedingly low.

"Wages in many instances have now receded to the level of November 1917—a reduction of 25 to 35 percent from the rate of last September. Furthermore a number of mills allow no overtime rate for work up to 10 hours per day.

BELGIUM

"Manufacturers in this country are endeavoring hard to maintain the ground recovered by their prices during recent weeks, but it is evident, in view of the competition from Germany, Lorraine, and Luxemburg that the struggle is useless, and in the meantime there has been a great falling off in business.

"The various labor syndicates seem now to have accepted the principle that a further decline in wages is unavoidable, and the proposed reductions in the near future have already been referred to in the first part of this letter.

"The falling off in business is possibly not entirely due to lack of orders, but probably also to a desire, on the part of some of the works at least, to curtail their losses as much as possible without having to shut down altogether and until a sufficient reduction in wages and in cost of raw material places them on a better footing to meet competition.

FRANCE

"In general the situation is practically the same as in Belgium although there is a somewhat more optimistic tone due to the improvement in the manner in which Germany is endeavoring to meet her obligations with regard to reparations.

"The efforts on the part of the mills to maintain present prices has so far met with slightly greater success in this country than has been the case in Belgium. It is, however, doubtless only a question of time when foreign competition will compel them to give way again. Even for domestic use, prices are still far too high, but here again the works have practically already gone to the extreme limits present cost of raw material and labor will permit. As in Belgium, a number of mills in France are working at a loss.

GERMANY

"In last month's letter we referred to a report that had just come to hand regarding the method in which the German Government contemplated dealing with the 26 percent export tax to be imposed on all German exports. This report has since been confirmed and it is evident that to obviate the entire burden of this tax falling on the manufacturer and thus placing a serious handicap on German material, it has been decided to deal with it as a general tax on the nation. Just how this will be carried out is not quite clear at the present moment. It seems, however, that in such cases where the tax of 26 percent is deducted from the remittances sent to Germany, the German manufacturers will have this amount refunded to them by their own government. As a result, German material is reappearing in rapidly increasing quantities on the market all over the world at prices far below those quoted by any competitors from other countries.

"The abnormal rate of exchange is, of course, largely responsible for this, but at the same time there is no getting away from the fact that use of the most up-to-date methods, lower wages than paid elsewhere and, above all, greater productiveness of the individual worker contribute to a very large extent towards bringing down the cost of German material. The removal of the throttling influence of the licensing powers, and of the Governmental interference with the free development of business, have greatly assisted in the rapid recovery to be noticed in the German industry.

"A notable feature of the German iron and steel industry are the combinations which are taking place of all the most important works into a small number of powerful and self contained groups. Those groups having their own ore and coal mines, furnaces and rolling mills, do, therefore, not depend on outside influences, and are able to bring their cost of management down to a minimum."

Yokohama Residents Have Narrow Escape

Automobile Goes Over Cliff And Is Caught In A Tree Below—No One Injured

Tokio, July 20.—A motor car accident which resulted in a very narrow escape from serious injury or death for two Yokohama residents occurred at Tokozawa, between Hakone and Yokohama, Sunday morning, when the car in which Mr. and Mrs. W. D. Whittemore were motoring to Miyanoshita went over a cliff and dropped several yards into a tree below, where it struck right side up. By almost miraculous good fortune neither Mr. nor Mrs. Whittemore were hurt, nor their Japanese chauffeur, who was driving them. Only minor damage was done to the car.

Mr. and Mrs. Whittemore were driving to Miyanoshita for Sunday. It appears that on rounding a curve in the road they were suddenly confronted by a large car coming down at high speed. There seemed to be no choice between a collision and the cliff, and the chauffeur, avoiding the first, steered the car over the side of the road. The car, remaining right side up, fell into the branches of a tree below, where it stuck. The occupants got out, clambered up to the road again and were taken on the Fujiya Hotel in another motor.

How to Tell if you have Kidney Trouble

Does it make you think—when you wake up with a headache and a nasty taste in your mouth?

When you start the day as tired as when you finish?

When you get those stabbing pains in the back?

When your arms and legs ache?

When you feel irritable and depressed?

All these mean kidney troubles, and kidney troubles demand a kidney remedy; not one which affects the bowels, but one that goes straight to the kidneys and bladder.

For all these painful symptoms—and for the most stubborn cases of rheumatism, gout, sciatica, lumbago, gravel, bladder inflammation, and Bright's Disease—there is one sure and safe remedy—De Witt's Kidney and Bladder Pills. Read what others say about them. Mr. Albert Carpenter, of 17, Lambeth-walk, Westminster, S.W., says:—

"My kidneys and bladder were weak from childhood, and time after time I was ill, and often in hospital with rheumatism. In March, 1912, I was in a very critical condition with rheumatic fever, when a small box of De Witt's Kidney and Bladder Pills was given to my mother. I started taking them, and in two days I could move about again. I continued the treatment, and after six weeks I returned to work, and have continued ever since. I can lift and handle half a hundredweight of metal with ease, and without any traces of my old pains." This letter was written in 1912. Seven years later Mr. Carpenter wrote confirming his previous testimonial. He says: "I have recommended De Witt's Kidney and Bladder Pills to many people—some of them very bad cases—and I have never known them fail."

If the kidneys are weak or diseased, the waste substances of the body which they should filter from the blood are retained in the system, causing auto-intoxication, or self-poisoning. These poisons, in the form of tiny jagged crystals of uric acid, accumulate in all parts of the body, causing those agonising, tearing, stabbing pains in the back and limbs.

You can only free the body of this poison by promoting the healthy vigorous action of the kidneys and bladder.

This must be done by means of a remedy which will purge them as other remedies purge the bowels, so that they will be able to continue properly their work of passing off the uric acid from the system.

Mr. A. CARPENTER. (from Photo.)

De Witt's Kidney and Bladder Pills cure all complaints of the kidneys and bladder by removing the cause—the trouble. Dissolving in the stomach, poisonous uric acid—right out of the blood through the bladder. When you see a blue tinge in the urine you know that the healing properties are at work.

Remember, if you neglect symptoms of kidney trouble you are running a serious risk. Do you know that Bright's Disease causes thousands of deaths every year?

De Witt's Kidney and Bladder Pills go straight to the kidneys and bladder, instead of merely regulating the bowels as most so-called "Kidney pills" do. This is the secret of their marvellous efficacy.

In a recent test out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, two got so much benefit as to be almost sure of a cure, and in the remaining case the disease had gone too far.

Perfectly safe, they are an ideal remedy for old and young alike. "A wonderful little pill—worth its weight in gold!" writes a grateful patient.

If your kidneys are healthy, you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's Disease that causes so many deaths every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease, and promote normal good health and outlook.

De Witt's Kidney and Bladder Pills are a remedy which has stood the test of thousands of chronic cases of kidney disease, combining a pain-killing, healing, and anti-septic effect.

KIDNEY & BLADDER

De Witt's Pills

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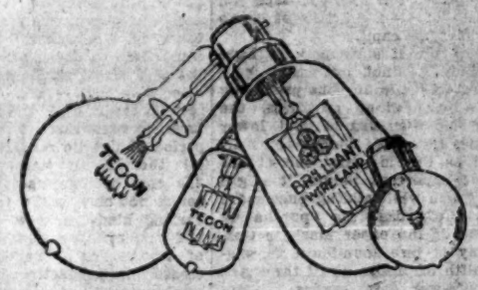

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World Debt $220 Billions More Than Before War, Says Joseph Caillaux

Former Premier Of France, Exile, Back In Paris, Sees A World Crash In Finances Impending

BY JOSEPH CAILLAUX

(The veil that has been drawn over the activities of Joseph Caillaux since his conviction of conduct against the national interest, has at last been torn aside by a Paris weekly, Le Progres Civique. Caillaux, who is a former Premier of the French Republic and is today one of her greatest financial experts, draws a foreboding picture, seeing a world crisis, a tremendous financial crash unless some means of sane financing is found and the debts of states reduced. Following is a resume of the article.)

The World War has added $260,000,000,000 to the liabilities not only of the countries engaged, but of all the countries in the world.

The significance of this total can only be properly realised when it is known that the world debt of 1914 reached a total of only $40,000,000,000.

Thus the world is attached to a dead-weight of debt totalling $220,000,0000,000 more than before the war—a debt which has been created to destroy the world's financial and economic system, for it can never be paid, and it is being added to by interest reaching a total of more than three hundred million dollars daily.

These facts must be faced.

PARALYSIS OF PRODUCTION

The production of wealth is paralysed, and labor is overwhelmed by the huge indebtedness accumulated between 1914 and 1921.

It is not correct to state that "production is co-operation of labor and capital." Production is the labor of man who, aided by machinery, wrings from nature the commodities necessary for his living.

But labor does not derive full benefit from its toil. It cannot, when it is subjected to a double burden—a levy for the profit of private capital and a levy for the profit of state capital.

I do not propose to consider here the legitimacy of profits derived from private capital. It has been denied in part by the Socialists. I wish to consider only the deadweight state capital, which eats into all incomes and produces nothing except wars.

HEAVY DEAD-WEIGHT DEBT

France's pre-war dead-weight debt was about 27 thousand million francs. This entailed an annual service of interest amounting to between 800 and 900 million francs. England had a dead-weight debt of 15 thousand millions and an annual charge of 450 million. The dead-weight debt of the United States was nil. Germany's was inconsiderable.

The world's debt doubled between 1875 and 1914, but the total wealth of the world increased tenfold in the same period and thus the debt was lightly assumed by all nations. There were order, harmony and equilibrium. There are none of these factors today.

Even before the war, France was the nation most burdened in respect to debt. The Powers in the East and Germany were rich, mostly in railways and minerals, but France, with a population inferior to 40,000,000 inhabitants, bore a debt of more than 30,000,000,000 francs, against which only a small industrial asset could be shown—probably the total assets could have been included in a figure of three or four thousand million francs.

FRANCE AT DISADVANTAGE

When the war indemnity exacted from France in 1870 by Germany is remembered, it will be seen that France when the war began already was in a state of financial and economic inferiority to Germany, whose assets nearly offset her liabilities; toward England, which, had with admirable courage redeemed most of the terrific debt resulting from the Napoleonic wars; towards the United States, which had practically reduced its Civil War debt to nothing.

The question of indebtedness is intimately associated with world politics. At the time of the Consulate (1802) the total debt of the world approximately only $3,000,000,000. When the Vienna congress was called it had risen to $7,000,000,000, and when the Franco-Prussian war was over it stood at $110,000,000,000. On the eve of the great war this had exactly doubled.

Contrast this steady but comparatively slow rise—$107,000,000,000 in 112 years—with the increase in the seven years following the outbreak of war in 1914.

Calculating the present world debt as fifteen thousand million francs, or $300,000,000,000 we find that the war and the upheaval immediately resulting from the war has cost humanity no less a sum than $290,000,000,000, an increase in seven years nearly three times greater than the previous increase in more than a century!

With the increase in dead-weight debt to an unimaginable figure the average rate of interest has risen from 3 to 6 percent and is still rising. The annual State debt charge of the world has increased by $16,000,000,000. Before the war, as we have seen, the annual charge was less than one billion. It has therefore increased more than sixteen times.

The situation can be realised in a more striking manner when it is found that labor must furnish to this Moloch of public debt a tithe not far from $20,000,000,000 before they may have the right to earn something for themselves. Anyone considering such an eventuality a few years ago would have been classified as mad.

HUMANITY PLACED IN CHAINS

Humanity has been placed in chains. It must pay an annual income of $16,000,000,000 to an aristocracy arisen out of the war.

All the belligerent countries excepting America and Japan have increased their debts enormously by the war. Some neutrals on the surface are as before the war.

The situation resolves itself into this fact: Europe is paying, and paying alone. France is the most burdened of all.

How can France, with a dead-weight toll of $5,000,000,000 annually, hope to regain her place in the markets of the world?

A THIRST FOR EDUCATION

They Can't Build Schools Fast Enough In The Pilippines

New York, July 3.—The desire of Philippine children for an education is so great that the schools there cannot be constructed fast enough, according to Dr. W. G. Brelsford of the Hotel McAlpin, who has spent several months in the Philippine Islands. He says that the school enrollment is now 892,000, without any compulsory attendance laws.

"The all-Filipino Legislature is constantly increasing its appropriation for education in response to the popular demand for more and more schools," said Dr. Brelsford. "When the United States first took possession of the islands, there were 2,100 private schools there and today there are 6,500 schools and colleges, with 17,000 Filipino teachers and about 1,000 other teachers, 340 of whom are American.

"The school system includes normal schools, agricultural colleges, twenty-seven farm schools, a nautical school and a school for the deaf and blind. In addition to the regular courses there are basket weaving, hat weaving, embroidery and trades peculiar to the islands. The trade and agricultural schools produced $1,176,850 worth of goods in 1919 and there are more positions than can be filled by these schools.

"The Filipinos take great pride in the school system they have. In fact, it has been declared by some to be one of the finest in the world. While the system was inaugurated by the Americans, every cent of the cost has been borne by the Filipino people. English is the official language and it is said that it will continue to be even when independence is granted.

"Filipino boys and girls are well balanced, docile and industrious pupils. They consider it a privilege to attend school and if a teacher there wishes to punish a child, she simply sentences the offender to remain away from school a few days. This is the most severe punishment she can inflict, for Filipino children take an almost abnormal pleasure in going to school and acquiring an education. Today there is scarcely a locality in the Philippines where youngsters cannot be found who speak English.

"One-third of the House of Representatives and eighteen of the twenty-four Senators speak English. In the next election in 1922, the young men of the new schools will be stepping into control, and the first great goal of the Filipinos reached."

Chinese Poems By Li T'Ai-Po

Translated By Florence Ayscough; English Versions By Amy Lowell

SONGS OF THE MARCHES

I

It is the fifth month,
But still the Heaven-high hills
Shine with snow.
There are no flowers
For the heart of the Earth is yet too chilly.
From the center of the camp,
Comes the sound of a flute
Playing "The Snapped Willow."
No color mists the trees,
Not yet have their leaves broken.
At dawn there is the shock and shouting of battle,
Following the drums and the loud metal gongs.
At night, the soldiers sleep, clasping the pommels
of their jade-ornamented saddles.
They sleep lightly,
With their two-edged swords girt below their loins,
So that they may be able in an instant to rush upon the Barbarians
And destroy them.

II

Horses!
Horses!
Swift as the three dogs' wind.
Whips stinging the clear air like the sharp calling of birds,
They ride across the camel-back bridge
Over the river Wei.
They bend the bows,
Curving them away from the moon which shines behind them
Over their own country of Han
They fasten feathers on their arrows
To destroy the immense arrogance of the foe.
Now the regiments are divided
And scattered like the five-pointed stars,
Sea mist envelops the deserted camp,
The task is accomplished,
And the portrait of Ho P'iao Yao
Hangs magnificently in the Lin Pavilion.

III

When Autumn burns along the hills,
The Barbarian hordes mount their horses
And pour down from the North.
Then, in the country of Han,
The Heavenly soldiers arise
And depart from their homes.
The High General
Divides the tiger tally.
Fight, Soldiers!
Then lie down and rest
On the Dragon sand.
The frontier moon casts the shadow of bows upon the ground,
Swords brush the hoar-frost flowers of the Barbarians' country.
The Jade Pass has not yet been forced,
Our soldiers hold it strongly.
Therefore the young married women
May cease their lamentations.

IV

The Heavenly soldiers are returning
From the sterile plains of the North.
Because the Barbarians desired their horses
To drink of the streams of the South,
There were our spears held level to the charge
In a hundred fights.
In straight battle our soldiers fought
To gain the supreme gratitude
Of the Most High Emperor.
They seized the snow of the Inland Sea
And devoured it in their terrible hunger.
They lay on the sand at the top of the Dragon Mound
And slept.
All this they bore that the Moon Clan
Might be destroyed.
Now indeed have they won the right
To the soft, high bed of Peace.
It is their just portion.

(From North American Review.)

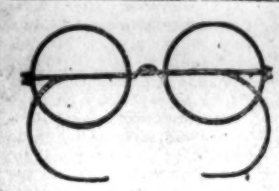
Fix Date For Charles To Don His Old Crown

Vienna, July 18.—Rumors recently in circulation in Vienna that former Emperor Charles intended to return to Hungary are now published by several newspapers, which fix the date of his arrival in Budapest as August 20.

According to the Tiroler Anzeiger of Innsbruck, Count Bethlen, Hungarian Premier, recently informed the Swiss Government that Hungary regarded Charles as its legitimate ruler temporarily absent. After the notification, this newspaper says, the status of Charles was changed and he was treated by Switzerland as a distinguished guest, permitted to receive code messages and to communicate with the Swiss Government through a special diplomatic officer.

Denial Given In Interlaken That Switzerland Recognises Charles

Interlaken, June 18.—Tyrolean and German despatches reporting that former Emperor Charles of Hungary had been recognised in Switzerland as the Hungarian ruler, and had been granted the right of communicating in code with the Swiss Government, were declared here today to be absolutely without foundation.



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WEATHER

The typhoon crossing the Bashee channel appears to incline again to N.W. Threatening the coast of Kwangtung between Hongkong and Amoy. It may even veer more to the north. Gales on the north of the China Sea and up to the Formosa Strait. Strong monsoon to the north of the Eastern Sea. Fine weather.

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm: 57; Lessons: Eccles. xviii; 1-14; Philemon. Anthem "Praise to the Lord" Stanford. Hymns: 298, 170, 197; Preacher: The Rt. Rev. Bishop Molony D.D. 11:30 a.m., Holy Communion. 6 p.m., Evensong and Sermon. Psalm: 61. Lessons: 2 Kings v., x-23. Matth. xvi. 13-end; Hymns: 166, 193, 255, 477; Preacher: The Sub-Dean.

St. Andrew's Church, Broadway.—There will be no services held in this Church during the month of August.

Union Church.—11 a.m., Preacher: Rev. A. Norman Rowland, M.A.; Subject: "A young man's philosophy; Psalm 111; Hymns 1, 660, 233, 396; 6 p.m., Preacher: Rev. A. Norman Rowland, M.A.; Subject: The upper side of things; Magnific... Psalm (metrical) 51; Hymns 165, 415; 8:30 p.m., Holy Communion; Hymns 490, 730.

St. Joseph's Church.—Sunday Aug. 7. Masses at 6, 7:30, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrement. Masses on weekdays at 6, 7 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. K. Macleod. Evening 6 p.m. by Rev. W. J. Embery.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Spirit." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road, Room 71.

Summary On Visit To Chita

BY DR. A. E. ZUCKER

(Union Medical College, Peking, who is spending his vacation in Siberia for The China Press)

If I were to summarise my impressions on the visit to Chita I should say that the Far Eastern Republic is a country which has a responsible government representative of the people as far as that is possible under the conditions among Russians. It seems to me it would be well worth while to invite the Far Eastern Republic to participate in the coming conference which is to deal with the problems of the Pacific. The Republic ought to be given an opportunity to air her grievances, for such she surely has, and at the same time she ought to be forced to accept certain responsibilities.

An irresponsible, unrecognised pariah government is a menace to its neighbors as well as to its own citizens, and in the interest of stabilising the world after the nightmare of 1914 to 1918, of returning to the freedom of communication of former days, and also of helping the people of all countries to rise again to an approach to the pre-war prosperity, this nation which has done in good faith what had been asked of it, established a democratic government free from the taint of communism, ought to be received into the comity of nations.

The government of the Far Eastern Republic, of course, wishes to be recognised and to have commercial intercourse with the rest of the world, the Chita man-on-the-street wishes it, in fact all parties are universally agreed on this with the exception of a few reactionaries at Chita who have answered my question as to what they thought the remedy ought to be by saying that the civilised world ought to send an army to establish a "good" government once more.

But these men are so ignorant of the situation in the outside world, they think only of their divine right to rule the masses which they have lost, and they are such a very small minority that they need not be considered with their impossible plan which Koltchak and a host of others have already tried.

Even at the Russian Legation at Peking where I have called since my return and where I have asked the same question, Mr. Grave, first secretary of the legation told me that his remedy would be to open trade relations as soon as possible, because that would tend to stabilise conditions improve the standard of living and cause the country to swing gradually more and more to the right. It would be inevitable that Russia would be forced to conform to the methods and manners of the countries with whom she was having commercial intercourse.

Mr. Grave did not consider that the Far Eastern Republic would last very long, an opinion which quite accords with that of the president, Mr. Krasnoschekoff, who told me that he thought that when the world would recognise Moscow his government would probably join the Greater Russia. However, meanwhile it would seem that if the rest of Russia were shown that the obstacles to intercourse with her were not a mere unenlightened prejudice on the part of the rest of the world but a real business reason, an impossibility to trade with men who play the game according to entirely different rules, who do not, to cite one example, respect private property, it would have a very good and beneficent influence.

I have seen and spoken to a great many people who came into the Far Eastern Republic and who remarked very warmly on the "free" life one leads there in contrast to life in Soviet Russia. Soviet Russia has already moved very much to the right, has practically recognised the fact that communism has failed, and I believe that it could be taught another valuable object lesson by the recognition of the democratic Far Eastern Republic.

It may be urged that many of the beautiful laws of the Far Eastern Republic exist only on paper as a matter of propaganda for the benefit of the rest of the world. In answer to this I should say that it quite true that much that is to be found in the constitution has not yet been carried out, for example, there is as yet no universal, compulsory education, the workers do not all get their one month's vacation after one year's work, perhaps too the secret police takes undue liberties that conflict with the constitution and the rights guaranteed to the citizens—all this is quite true. But most of this is due to the fact that the country is still so very poor and that the government must bend every effort to supply the barest necessities of life for the people, that it must spend most of its money for the war department on account of possible and actual aggression from Ungern, Semenoff, and others, and that there was so much destruction on the railways and in the mines which had to be repaired at great expense, for example on the Amur line alone 119 bridges had been blown up. But in these two directions in which the government has made its chief efforts, guarding the country from external aggression and putting the railway into running order, it has certainly made good. Uhgern was thoroughly defeated when he attacked near Kiachta and the railway has been running regularly with such results as for example the fact that the Chinese customs at Manchuria have collected for the month of June Tls. 20,000 in custom's duties which must be multiplied by about thirty to find the amount of imports and exports.

As to the secret police, it must be remembered how difficult it is in a country like Siberia to find trustworthy men for such positions. Many times men who had been employed by the government black-mailed and robbed and then fled across the boundary with their loot. In some cases too Tsarist police officials have been engaged who have put into practice again the ruthless methods of former days against the will of the government and the minister of home affairs in particular who finds that he must continually discharge men whom he has engaged as detectives and secret service men.

But for all these failures of the government which they frankly acknowledge, and the remedy would not be blockade and exclusion from intercourse, but rather the fresh air which would come into the country from open relations with the outside world.

Again it may be objected that the government of the Far Eastern Republic is controlled by Moscow and is merely a blind for the purposes of the government of Lenine and Trotsky. I should say in answer to this that it is quite

(Continued on Page 14)

Dr. Steinach And Rejuvenation

BY VAN BUREN THORNE, M.D.

(An article on the Viennese physician's experiments in rejuvenation, based on information obtained from Mme. August Strindberg.)

THERE died suddenly in London on May 12 one Alfred Wilson, a wealthy septuagenarian, well known in the business world of the British metropolis. His death would have attracted no attention beyond the immediate circle of his friends but for the fact that during the two preceding months he had aroused the interest of both the public and the medical profession by a sudden physical and mental rejuvenation, the transformation in his appearance and in the manner in which he comported himself having, according to Mr. Wilson, been effected by Professor Dr. Eugen Steinach of Vienna.

Reports concerning Professor Steinach's methods of restoring youth and inhibiting the progress of old age had stirred London before. There, as in Continental centers, rejuvenation is of great interest to the best essence of the citizenry because of the ruthless wastage of the war. Wilson had been one of the first pilgrims to Vienna, and when he had returned after a visit of seven weeks in a condition which, according to the London correspondents, left no doubt that he had regained many characteristics of a younger manhood, he was overwhelmed by letters from other old men asking for details regarding the possibility of frustrating the senescence that had overtaken them and by discreet inquiries from medical men, who wished to verify the reports of Steinach's results.

In order to answer all of these, Wilson had announced a public lecture in the Albert Hall on the rejuvenation which Steinach had worked in his own particular case. He died suddenly and quite dramatically twelve hours before his lecture was to have been delivered. These circumstances elevated his death to an affair of large importance, and also brought Steinach's rejuvenation methods not only into the limelight, but also under direct public discussion and official medical examination.

At first the antagonists of the Steinach methods—and many other persons—jumped to the conclusion that there must be some connection between the results of the operation which Wilson had considered the cause of his restored youthfulness and his death. But one day later these conclusions were confounded by the results of the autopsy, the coroner declaring that death was due to natural and independent causes. Furthermore, the autopsy proved that the dead man's system contained no foreign chemical substance whatever; no stimulants had been used. Nor was there a trace of any operation to be found on his body, which proved, apparently, that the rejuvenation had been actually brought about by the method of ligation, which Steinach describes in his book "Rejuvenation," as merely a slight incision to give access to the vas deferens. This trivial operation had been so skillfully performed that it had not even left a scar behind—after a period of only four months. If death had prevented Alfred Wilson from speaking in honor of his supposed benefactor, his body gave mute testimony, according to advocates of the Steinach method.

In their haste to convey the news, London correspondents of New York newspapers made a scientific mistake in their cablegrams concerning Wilson's death and incorrectly ascribed to Professor Steinach thyriod-gland transplantations. Attention was called to the error by Mme. August Strindberg, widow of the Swedish poet-dramatist. Mme. Strindberg happened to be visiting the United States for the second time. She wrote to the editor:

"The London correspondent who name Professor Eugen Steinach the 'discoverer of rejuvenation by the thyroid gland' seem unfamiliar with both the thyroid and with Professor Steinach. He neither plays a thyroid rejuvenation nor an amateurish monkey or sensational goat gland transplantation. He has been internationally known among scientists by reason of twenty-seven years of self-sacrificing pioneer work, which has shown and is showing the way to all research workers of the world in his particular field.

"Eugen Steinach, professor at the University of Vienna, is the discoverer of the part which the sex gland plays in the household of the living organism. He has as the first, clarified and analyzed with the aid of experimental tests its dual function as not only the creator but also the maintainer of life. He has discovered its specificity and its power to rejuvenate, and to inhibit the progress of age. He is now studying the possibilities of prolonging the duration of life.

"He has forced his discoveries into the service of humanity by devising new and continually perfecting simple practical homoplastic methods (ligation of the vas deferens for men, X-raying for women), with the one purpose and aim: That soon the day may come on which all men and all women shall be able to witness in their own bodies and souls the blessing of a second Spring.

"Only recently a highly respected American surgeon, after a visit to Vienna, advocated the support of this line of research work to the Rockefeller Institute, and stated that he had reasons to believe that his suggestions would be carried out. He also stated that prominent surgeons in Chicago were thinking of inviting Steinach to come to their institution to do research work and supervise operations on human beings.

"As a native Viennese, personally acquainted with Professor Eugen Steinach, his theory methods and achievements, I should be grateful for your assistance in eliminating what ever misconception may have been produced."

Some of us in America have grown somewhat skeptical of those European scientists who have offered us rejuvenation and other curative blessings in one form and another in recent years. Their offers have smacked a good deal of the well-known saying about carrying coals to Newcastle. Mme. Strindberg, however, as a native Viennese has a fellow citizen's right to speak for her compatriot.

She talked to me at 5 West Fortieth Street in an office which she uses as a studio. It offers a fine view of Bryant Park. She pointed to the Public Library across the street.

"I love it dearly," she said, "and when in New York I always manage to live close to it somehow. In a way it is my home. My friends are there and my family. My husband is there, complete now in fifty-eight volumes, of which one-fourth part deals with science.

"My sister's husband, Rudolf von Weyr, is there. He has as a sculptor contributed much to Vienna's adornment with his Hofburg fountain, his Grillparzer and Brahms monument. My father, Freidrich Uhl, novelist, critic, connoisseur and editor, is also there. His 'Memoires' are interesting, because all his life long he fought for merit. The best thing I inherited from him is my deep-rooted sympathy for the world's real pioneers, its workers, its great men. And here my belief in Eugen Steinach and my admiration for him come in.

"He is a professor at the University of Vienna, and the chief of the department of physiology in the Biological Institue of the Academy of Science. Vienna used to be famous as a medical center. Today it has Steinach as its outstanding feature, and he contributes to his home town a stirring sunset glory. I know of nothing so grandiose and at the same time so touching as this half-starved city, with its doomed little children, reaching out life to the world through Eugen Steinach, simply, nobly, as though it were a matter of course.

"It is, however, not an easy thing for any man to arrive, step by step, so far, and still less has it been easy for this one. Where a Rockefeller donates millions discoveries appear as if by magic; but they are cruelly kept back where the scientist has not the money to pay even one assistant or feed a guiena pig. And this is, without exaggeration, the tragigrotesque condition of things at Vienna.

"In one of his purely personal letters to me Steinach wrote a few months ago:

"'After a toil of thirty-five years things have come to such a pass that I have no longer an institute. I had to give mine up by force majeure. The means to support it could not be found, not even any longer at the price of the hardships and sacrifices which, until then, had enabled me to serve science during many a long year.'"

"When Steinach first started work, in 1894, it was well known that the sex glands, besides their reproductive function, played a part very similar to that of other glands of internal secretion (hormone) and produced a secretion which was diverted directly into the blood circulation and was believed to determine the so-called secondary sex characteristics. But it was not known what part of the sex gland was endowed with the particular function of producing the secondary sex characteristics.

"Two Frenchmen, P. Bouin and P. Ancel, were, around 1904 to 1906, engaged in an analysis of the functions of the sex glands and found that morphologically they were probably composed of two distinct parts, namely, a generative part, which produced the sex cells, and an endocrin part, namely, the interstitial gland, which they believed to be the gland whose secretion produced the secondary sex characteristics.

"This was the state of things when Steinach started to clarify and to analyse the functions of the sex glands, 'not simply' as heretofore, by means of mere morphological speculation, but with the aid of experimental tests. He found that it was indeed the sex gland which determined the secondary sex characteristics.

"The results of these experiments were published in 1910, and justly caused a revolution in the views held by scientists in regard to the relation between the sex glands and secondary sex characteristics. Steinach had an opportunity to present his noteworthy discoveries to the physiological congress in Vienna in 1913. Here his surprised colleagues were able to see male guinea pigs who—well, let me say, . . behaved like ladies in every respect. They even went so far as to suckle newborn guinea pigs, thanks to the enormous development of their mammary glands. To those present on this occasion Steinach demonstrated the excretion of normal milk.

"The next step, one of great importance, was the discovery that not the entire sex gland and not the generative part of it was required to feminise the male or to masculinise the female, but merely the tissues corresponding to what is now being generally called the interstitial gland.

"At this time Steinach conceived the idea that an intimate relation must exist between this interstitial gland and the process of aging. In a document which he presented to the Academy of Science at Vienna in 1912 he outlined the complete course of his work of rejuvenation.

"His experiments on the inhibition of senescence were started on rats and were based on the idea that a replacing of the aging sex glands of corresponding sex results in an apparently complete rejuvenation of the organism as a whole. Results showed that grafting young interstitial glands of corresponding sex resulted in an apparently complete rejuvenation of the whole organism, physically as well as mentally. Old rats regained their youth, showing in appearance, habits and instincts the characteristics of young ones, their lives being occasionally lengthened by as much as one-quarter of their natural duration.

"In his document of 1912, Steinach, alluding to his rats experiments, concluded:

"'* * * I had put to myself the question whether the process of aging is a state which we face helplessly, like an incurable disease, or whether senescence can be influenced, at least within certain limits. My experiments have decided in favor of the later alternative.'

"Very soon physicians became greatly interested in Professor Steinach's results, and under his personal direction the work was being tested out on the human subject. This new course has proved his achievements to be of an enormous practical importance, as rejuvenation is not only possible in the animal, but also in the human subject.

"While in rats a new growth of hair and abolishment of senile cataract of the eye was accomplished, the revival of the interstitial gland in man has led to the following results: Abolition of the senile atrophy of the muscles, the return of physical and mental activity, and possibly a cure of the senile hypertrophy of the prostate gland.

"Considerable progress was possible by a simplification of the method. Instead of being practiced by gland transplantation, a revival of the vitality of the interestitial gland is now being brought about by Steinach by ligation of the vas deferens and by X-raying. Ligation has the same effects as transplantation; while it brings about atrophy of the reproductive part

(Continued on Page 18)

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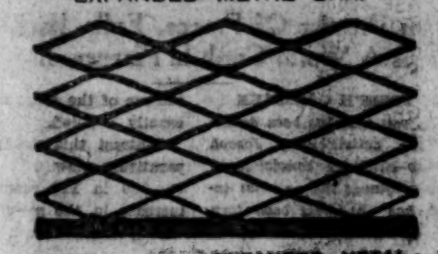

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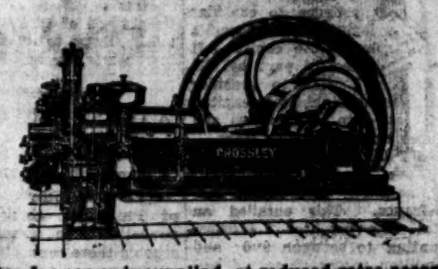

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BUT-
SINCE SHE'S BEEN IN THE MOUIES, SHE WONT EVEN TALK TO HIM. NOW HIS WHOLE LIFE IS RUINED.
GOSH HANG IT, I FEEL "DESPERIT" - I DON'T CARE WHAT HAPPENS!
I'M GONNA SING AN SONG AT MYSELF. I'D LIKE TO SEE SOMEBODY TRY TO STOP ME, I WOULD!
OH!
!
JIMMINY CRACKS, THAT'S ONE ON ME ALL RIGHT! I FORGOT THE WORDS TO THE SONG! - HA, HA!
SNAP!
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Dr. Steinach And Rejuvenation

(Continued from Page 12)

of the gland, it causes a more active proliferation of the cells of the interatitial gland. This method, furthermore increases the efficiency of the procedure, as it not only does not interfere with reproduction, but, on the contrary, may restore or increase the ability of reproduction. It is, of course, necessary to produce rejuvenation before the decay of the organism has proceeded too far.

"In one of his personal letters to me, knowing how deeply interested I am in all his work and every detail of it, Steinach writes:

"* * * 'The operation is a very simple affair. Absolutely painless. Quite free of any risk whatsoever. Takes no longer than fifteen minutes to perform. Seven to ten days in the hospital are all that's needed after. But the operation must be performed with minute precision. (And for that reason I cannot guarantee results unless I am personally present).

"* * * 'You should have seen the happiness of a patient who has just left me to return to X. He arrived here, seven weeks ago, a weary man. Widower. Now he is full of joy, activity and enterprise, and is thinking of a new marriage. Overflowing with gratitude. * * * I could tell you of thirty to forty more such cases (among them also patients of other physicians and hospitals), men of all ages. For there is such a thing as young old men. Every day brings new results.

"* * * 'We stand in the beginning only. I shall not live to see that every man and every woman will want to fight age (up to a certain limit). Reaction and envy still oppose the idea. But the day will come. I have shaken up mankind, and the thought that virility can be revived by a resurrection of the internal secretion will not let humanity rest henceforth.'"

I asked Mme. Strindberg to tell me something about the personality of Steinach.

"He is a man around fifty," she replied, "tall, masterful and with that rarest of all gifts, personality. A combination of mental and human qualities. An idealist with a scientific mind. When you know him, you quite believe that he is the man who can give you life and would pay any price to give it you. You also are convinced that he is too thorough to be far wrong and too fundamentally truthful ever to deceive either others or himself.

"Some people have asserted their belief that his rejuvenation was merely the evanescent result of suggestion. But that this is not the case is being proved by the fact that a number of his patients were in the hospital to be operated upon for something else and that ligation of the vas deferens was performed without their knowledge, while they were under an anaesthetic. They were kept in ignorance of what had been done to them. And a marvelous rejuvenation took place while they were under observation."

"Does Professor Steinach intend to accept the invitation of the Chicago surgeons?"

"No," she replied. "I happen to be sure of this because I have begged him to come. As his sole reply he has sent me his plans for 1921 and 1922. All dates are filled in. He is now devising new methods for the cure of women—methods which are completely free from surgical procedures—ethical, gentle methods by which he gives them back a second Spring. Furthermore, he is testing out the possibilities of a prolongation of life. So far the greatest obstacle has been the cessation of activity in the nervous system, even in the presence of a rejuvenation of the rest of the body. You can see for yourself: He is full up with work for more than one year."

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No law can compel fairest of unfair Americans to wear gingham gowns, sunbonnets and rubber boots.

Congress may put burlap bags on potatoes, cheese-cloth on cheese, labels on bread, but they can't put gingham on sweet voterettes. Woman is not only going to wear what she wants to, but when she wants to. And ladies' tailor bill is one bill Congress can't pass without paying.

If Congress is wise, they'll lay off telling ladies what to do and turn their short-circuited brains on half-baked peace treaty, Einstein theory and chances of re-election.

If present Congress starts passing laws with scissors and yardsticks on dress problems, they will be left on back porch like Mr. Cox and Mr. Roosevelt. Because if votes are car tickets, they'll have to walk.

Arch Humor

A country clergyman, being anxious to raise some money for the purpose of restoring an arch in his church, commissioned the local sign writer to paint an appropriate notice calling attention to the Arch Fund.

The next day he was horrified to observe in the porch, emblazoned in brightest red, the following: "Contributions for the Arch Fiend earnestly solicited."

One Of The Sights

A man was visiting Ireland for the first time. In Dublin one warm afternoon he put his handkerchief over his nose and said, in a choked voice, "What the deuce is that?"

"That?" said his Irish guide. "Why, that's the river Liffey. Didn't ye know, man, that the smell o' the Liffey was one o' the sights o' Dublin?"

A Joke On The Bather

Struggling Swimmer — Don't stand grinning there! Throw me the lifebuoy!

Scot—Weel, I've heard it said that the Scots hae nae sense o' humor, but I've a gran' joke for yet. The lifebuoy's awa' for repairs!

Too Much

Judge—Why did you assault this man?

Organ Grinder—He abuse da monk, Your Honor.

Judge—What did he do?

Organ Grinder—He talka rough to da monk; he talla heem he looka like me.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 7, 1921

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap.	Reg
TODAY.							
W'wei, C'foo and T'tsin ..	Kingsing	12.30	12.30	..	..	..	12.00
Japan, via Kobe	Kitano Maru	16.00	17.00	..	..	..	15.30
River Ports	Train & Str.	21.00	..	..	..	..	21.00
TOMORROW.							
Japan, Honolulu, Canada, U. S. A. & Europe	Nile	15.00	..	..	..	..	14.30
Japan, H'lulu, Canada, U. S. A. & Europe via U. S. A.	Nile	..	15.00	..	..	..	14.30
Swatow, H'kong, C'ton ..	Sinkiang	21.00	..	..	..	..	21.00
Swatow and Hongkong ..	Sinkiang	..	17.00	..	..	..	..
Japan, Honolulu, Canada U.S.A. & Europe	Nile	..	..	14.00	..	..	13.00
S'tow, H'kong & C'ton ...	Hopsang	21.00	..	..	..	..	21.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Swatow and Hongkong ..	Hopsang	..	17.00	..	..	..	..
Japan & America	Nile	..	..	..	..	15.00	14.30
Newchwang	*Toonan	21.00	..	..	..	..	..
Chefoo and Tientsin	Hsinfung	21.00	..	..	..	..	21.00
Foochow	Ningshin	17.00	..	..	..	..	16.30
Vladivostok	Train	..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Tuesday, Aug 9.							
W'wei, C'foo and T'tsin ..	Shuntien	12.30	12.30	..	..	..	13.00
H'kong, Straits, India & Europe via Suez	Kleist	15.00	..	..	..	..	14.30
Japan Ports	Yamashiro M.	19.00	17.00	..	..	..	18.30
Manila Direct	Fushimi M.	17.00	..	..	..	..	16.30
Hongkong and Canton ...	Kleist	15.00	..	..	..	..	14.30
Hongkong	do	..	15.30	..	..	..	15.00
Osaki and Y'tok	Yungshing	..	13.00	..	..	..	12.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Manila	Fushimi M.	..	17.00	..	..	..	..
Wednesday, Aug. 10.							
Amoy, H'kong & C'ton ..	Soochow	21.00	..	..	..	..	21.00
and Hongkong	do	..	17.00	..	..	..	..
Australia & New Zealand via Hongkong	Soochow	..	17.00	..	..	..	..
Hongkong and Canton ...	Monteagle	20.00	..	..	..	..	19.30
Hongkong	do	..	17.00	..	..	..	..
Manila Direct	Africa Maru	17.00	..	..	..	..	16.30
Australia & New Zealand via Hongkong	Soochow	17.00	..	..	..	..	16.30
United Kingdom, via Suez	Telresias	..	16.00	..	..	..	..
Thursday, Aug. 11.							
Japan Ports	Kasuga Maru	19.00	17.00	..	..	..	18.30
Friday, Aug. 12.							
Japan, H'lulu, Canada, U. S. A. and Europe	China	15.00	..	..	..	..	14.30
S'tow, H'kong & C'ton ...	Yusang	21.00	..	..	..	..	21.00
Swatow & Hongkong		..	17.00	..	..	..	..
Japan Ports	Kumano M.	19.00	..	..	..	..	18.30
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	China	..	15.00	..	..	..	14.30
Saturday, Aug. 13.							
H'kong, Straits, India & Europe via Suez	Porthos	‡7.30					
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	do	..	‡7.30	..			
W'wei, C'foo and T'tsin ..	Koonshing	12.30	12.30	..	..	..	12.00

*Parcel mail only.
†Superscribed correspondence only.
‡ Registered at 6 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7.55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train

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DRUGS AT COST PRICE
Our Summer Stock-taking finds us with more stocks of certain products than we wish to carry. We were, however, fortunate in importing these goods at a favorable exchange, and will therefore start a SPECIAL BARGAIN SALE where goods will be sold retail at wholesale prices.
Every week we shall offer something new, the advertisement of which will be found on this page of the Sunday Edition of the China Press.
THIS WEEK'S OFFERINGS ARE:—

COLGATE'S	Dental Powder No. 1	.30	
	" " No. 2	.50	
	All Round Soaps	.90	per box of three cakes
	Transparent Glycerine Soap.	.90	" " " " "
	Eclat Soap	1.20	" " " " "
	Turkish Bath Soap (large)	1.60	" " " six "
	Talcum Powder	.30	
CUTEX	Manicure Specialties	.75	
	Compact Manicure Set	1.25	
	Travelling " "	2.75	
	Boudoir " "	5.50	

Mosquitone (Banishes mosquitoes and heals the bites) .25 Sanatogen $2.20
AMERICAN DRUG COMPANY
Telephone C. 79-80 40-42 Nanking Road

Summary On Visit To Chita

(Continued from Page 12)

true that many of the men who head the government are not Siberians but Russians from Europe. They are in very close relation with Moscow and they have received loans from Moscow. But the Soviet Republic is so far the only country which has recognised the Far Eastern Republic and of course blood is thicker than water, they are all Russians. Some of the members of the Soviet mission to London were Siberians, Kameneff for example. But although many of the men in the government are from Soviet Russia, their government is not being led by Moscow, they are leading Moscow in the gradual swing to the right which began with the re-introduction of free trade in March of this year. And moreover circumstances which are much bigger and weightier than the theories of political experimenters are directing the affairs of Russia and conducting them back to normal conditions. The national assembly is working in Chita and is a representative body which will not allow any officials to lose for Siberia again any advantages which they may gain from intercourse with the outside world by turning once more communistic. Although there are in Chita many who call themselves communists and who refuse to acknowledge that communism has failed, just as little as believing Christians will ever acknowledge that the world war, for example, shows that the European nations are not Christian nations.—yet the thinking men, President Krasnoschekoff at the head, will frankly confess that communism has failed and that salvation lies in conforming to the ways of the rest of the world.

They have nothing to learn from Moscow, but they may have something to teach. Besides, they have honestly conformed with the demand that there should be a state in which private property be respected, and what difference does it make if it is with the consent or against the will of Moscow, so long as it has been done?

As a matter of fact a great many nations are already trading with the Far Eastern Republic and the chief obstacle is not a desire to boycott the state, but rather the fact that the country is too poor to import very much in the way of machinery and other material which is needed very badly. Many citizens are selling their possessions for food, and some Chinese are carrying on quite a lucrative trade in jewels, silver, and other prized possessions which the people now find themselves forced to part with.

In this way the country is becoming poorer and poorer every day, not to speak of the deterioration which is going on continually owing to the fact that repairs and replacements cannot be made. The budgets of the various ministries are so small that only the barest necessities can be purchased and the process of running down and wearing out which began in 1914 is continuing in increasing ratio.

The health situation is now very good owing to a series of fortunate circumstances which I have pointed out in a previous article, but before long the poor food and the monotonous diet which the city population eats must tell and an epidemic of some sort will probably be the result. And worst of all, the only alternative which there is now to this present government—anarchy—may come about and create a sore spot which would prove a danger to the rest of the world, in case this government would be further harassed and would be driven out through various intrigues.

This would be regrettable from the point of view of everyone who wishes to see the people of Russia become a bit more prosperous again and who would like to see the Trans-Siberian Railway running again. The present government is one that is patriotically Russian and one that protects the interests of the people, it is not a government of unscrupulous officials who are willing to sell out to the enemy.

But there is no need to urge aid for the government of the Far Eastern Republic, for economic forces are bringing it aid, all quite independent of all arguments of friends or enemies. Two months ago I met here in Peking a man who told me that the world needs more gold and that he had been sent to investigate the fields near Blagovestchensk. This was Captain Eve representing the firm Vint and Company, and his concession on which work will begin in the near future is the first foreign capital which will now into the Far Eastern Republic to develop the rich resources of Siberia, provide profitable work for the laborers, and also to help pay the expenses of the government.

The latter is now in a position where it can pay its workers very little, it gives them practically only their food and a pittance for pocket money, but it is on the other hand a very hopeful sign that the population is willing to work for the government even though it does not pay them. In Manchuria there was recently held a conference of the representatives of the Chinese Eastern Railway and the railway officials of the Far Eastern Republic and I have been told on the very best of authority in Harbin that in a few days there will be run a train de luxe all the way from Vladivostok to Chita.

This will mark the first step of the reopening of the Trans-Siberian, and gradually the entire route will be open to special trains and later to regular traffic. Moscow is now appealing for aid and is finding itself forced to release foreigners who have been jailed, and soon it will become apparent that the last chapter of the most extensive and most costly social experiment is being written, and this chapter will read, "Communism is a failure."

At the same time it will be found that the rest of the world needs Russia and Russia will return to the society of nations. I believe, and I should not attach any significance to my opinion based on a month's visit to Siberia if it did not accord with that of all other foreign journalists who have recently visited this country, that it would be safe and wise to begin with the Far Eastern Republic.

TRANSPORT CROOK IS NOW CHINA SEA

Seven Seas S. S. Co. Bought Her From United States Army

The United States Army transport Crook sold to the Seven Seas Steamship company, has been named China Sea by the new owners and will engage in foreign trade.

C. W. Nickerson, vice-president and general manager of the Seven Seas Steamship company, who went to Manila on the Empress of Russia recently to take possession of the steamer, is now requesting provisional registry for the China Sea in a letter to the collector of customs. A cablegram has been sent to the Secretary of War upon request of the Admiral Line, Manila agents of the China Sea, asking provisional registry for the S. S. Crook, a permanent registry to be made later in the United States.

The S. S. Crook was bought from the United States Army by the Seven Seas Steamship company for $110,000. The vessel is 4,126 gross tons, 2,703 net tons, 430 feet o. o., 420 feet B. P. and 74 feet deep. The Crook was originally built at Durbarton, Scotland, in 1882 and was named Richmond Hill. It was rebuilt in 1901 by the Morse Iron Works, San Francisco.

The vessel which makes its first trip as merchant vessel for the first time under new management is now loading at Manila for Europe, Hamburg via Hongkong, Shanghai, Japan, Vladivostok, Singapore, and Suez Canal. She was due to leave Manila on Aug. 1 taking cargo and passengers.

CROY LOSES HERMITAGE

Paris, June 18.—The Higher Court, to which Duke Carl of Croy appealed, has confirmed the decision of the Vallenciennes Civil Court by which the Duke loses his property, known as the Hermitage, near Vieux Conde, one of the most valuable possessions of the family. The Duke, who married Miss Nancy Leishman, daughter of John G. A. Leishman, formerly American Ambassador at Berlin, and his two brothers sought before the Valenciennes tribunal the removal of the sequestration on estates valued at between 10,000,000 and 12,000,000 gold francs and belonging to the ducal house of Croy.

As all three brothers served in the German Army during the war while their sister, Princess Isabelle married Prince Francis of Bavaria their demand for the return of the property met with grave legal obstacles. Duke Carl appealed on the ground that he is a French citizen.

:-: Uncalled For Mail :-:

Mail matter addressed to the following in care of the American Consulate General, Shanghai, remained uncalled for on July 31, 1921:

Akai, Mrs. S. L.
Allen, Mrs. T. C.

Bagby, Mrs. Marguette.
Barber, Maurice.
Barnes, Capt. P. T.
Bascom, Miss K.
Boedley, J. Claypool.
Boss, G. H.
Burrell, J. D.
Bufano, Benvenuto.
Butland, Capt. George.

Campbell, T. W.
Carroll, F. R.
Casore, Pete.
Chapman, L. A.
Chandler, Mrs. R. C.
Chicago Novelties Co.
Connor, Miss Sallie V.
Coolidge, Wm. W.
Cutting, Heyward.
Cumming, E. S.
Cullum, R. D.

Daryn, C.
Davies, C. A.
Domitrovich, John.
Dudek, Valeria.

Eddy, Mrs. Karoline.
Errickson, Paul S.

Fuller, J. N.
Franklin, J. N.

Gagne, Mrs. Earnest.
Golos, Michael.
Gorman, Paul F.
Green, G. G.
Groff, Mrs. Elizabeth H.

Hall, Josef.
Hall, Henry, Jr.
Heaps, James.
Heaton, P. M.
Heatry, Peter.
Heery, J. M.
Hilat, John J.
Hinde, Edwin Gandy.

Ivanoff, Mrs.

James, Harold E.
Jameson, A. L.
Jameson, J. P.
Jerackio.
Jessup, George.

Johnson, Mrs. B. O.
Johnson, H.

Kieffler, Carl A.
Kramer, Miss Jean M.

Laine, R.
Lane, Edward.
Lane, Lee Britton.
Lauderdale, Mrs. C. E.
Lee, Francis Edwin.
Lindsay, Mrs.
Loomis, B. T.
Loplitz, Melville S.
Lufkin, Mrs. Chauncey.
Lynch, P. C.

Marsh, E. L.
Marshall, Mrs. A. M.
MacFarland, E. P.
McFarlin, B. J.
McKnight, Mrs. D. C.
Marble, Hobart W.
Marias, J. F.
Miller, Frank.
Minckler, Robert L.
Morrill, Samuel.
Morrison, Mrs. Marguerite.
Morrison, Lawrence W.
Moore, Ralph H.
Murdock, Pete.
Mushon, Fred Jansa.

Neven, Duncan.
Nicholson, M. R.
Norgaard, R. L.

Obrien, Olie.
Oliver, Reece A.
Overton, Dr. John.
Ostermei, Max J.

Page, H. E.
Pan, Jackson.
Pohlman, Mrs. Vera.
Pohuert, Mrs. Martha.
Powell, Hamilton.
Pratt, E. A.
Pratt, R. S.

Reaburn, Miss Grace.
Reeve, Robert C.
Renshaw, Miss Addie L.
Ross, John H.
Rossi, Mrs. Helen.
Robbins, Albert H.
Rudd, Willie E.

Sagne, Miss Katherine N.
Schaefer, Edward J.
Schroth, Wm. J.
Sellers, C. J.
Sharp, Renwick J.
Simon, Carroll W.
Short, Joe A.
Smith, Ed E.

Thompson, Miss B.
Timofeev, Michael A.
Tong, Ng Hew.
Tolson, Bert D.
Tren, Zung Yah.
Turnure, Harold R.

Wang, [illegible]ng.
Waples, Henry H.
Wall, Richard
Whipple, Roydon G.
[illegible] K.
Wood, Junius B.
Wilson, Lester L.
Wren, John T.

WOMAN FAINTS AT CHURCH SERVICE

Weakened by a long illness Mrs. Annie Taylor, a resident of Whitehorse, New Jersey, U.S.A., drooped in a faint at church service. She was carried out by the ushers who thought she was dead.

Mrs. Taylor had suffered for weeks from typhoid fever and the disease had made such inroads on her constitution and had so thinned her blood that she was practically a wreck of her former self. She was not only reduced in weight but her colour was gone and she had little strength.

"I was snbject to dizzy spells," relates Mrs. Taylor, "and they came on suddenly. I fainted so often that I was finally advised to have a card with my name and address tied about my neck, in case I should be picked up some time by strangers. My nerves were upset and I trembled almost constantly. My appetite was poor and I could not sleep well though I was always tired. There were sharp pains about my heart and I had frequent headaches.

"I tried several prescriptions but nothing helped me until a neighbour who had taken Dr. Williams' pink pills with benedit, induced me to take them. In two weeks I felt that the pills were helping me and I continued taking them until I had recovered my lost weight and strength. I no longer have dizzy or fainting spells, I eat and sleep well and the headaches have disappeared. I believe that Dr. Williams' pink pills saved my life and I shall never be without them again."

Dr. Williams' pink pills for pale people act directly in supplying the elements that the blood lacks and enable it to properly nourish the nerves and the organs of the body. In this way they are useful in anaemia, indigestion, neuralgia, sciatica, and the run-down condition resulting from colds, influenza and fevers.

A valuable booklet, "Building Up the Blood," will be sent free upon request. Dr. Williams' Pink Pills are sold by all druggists, or will be sent by mail, postpaid, on receipt of price, $1.50 per bottle, $8 for six bottles, by the Dr. Williams' Medicine Co. 96 Szechuen Road, Shanghai.

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A SATISFACTORY HOME WITH EXCELLENT SERVICE AND SUPERIOR CUISINE
SPECIAL RATES FOR MONTHLY GUESTS

Business and Official Notices

(Continued from Page 22)

Notice To Mariners,

No. 736.

China.

East Coast.

Shanghai District.

Yangtze River—North Channel Entrance.

Tsungming Crossing—Former report of sudden shoaling incorrect.

Referring to Special Notice to Mariners No. 695, NOTICE is hereby given that the recent examination of the Tsungming Crossing proves the former report of a sudden shoaling, with a depth of water of only 10 feet between the West Spit Buoy and the Crossing Buoy, to have been incorrect. The depth of water on the Tsungming Crossing now averages 3 feet less that shown on the Marine Department Chart No. 2.—Woosung to Pulver Point, re-issued in March 1921, the least depth of water found between the West Spit Buoy and the Crossing Buoy being 15 feet at Low Water of Extraordinary Spring Tides.

A copy of the recent survey can be seen at the Coast Inspector's Office.

CAUTION.

As the Tsungming Crossing shows signs of probable further deterioration in the near future, great caution should be exercised by navigators using this channel.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector

THE MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 5th August, 1921.
40185

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Above Oriental American Bank
Tel 2768

NOTICE

The well known brand "CASCADE BEER" imported recently from Vancouver, is now obtainable from Ching Wah & Co., and all storekeepers at Mex. $20.00 per case of 72 pint bottles.

CHING WAH & CO.,
82 North Szechuen Road,
Sole Agents.
Telephone North 280. 40078

S.S. CITY OF SPOKANE FROM SEATTLE
NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. CITY OF SPOKANE, will be held at the Robert Dollar Wharf, on Wednesday, August 10th, at 9 a.m. when Messrs. Eitler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE,
AGENTS.
40202

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Examination with Uretroscope
Skin Diseases
Massage Treatment

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Proprietor.
38535

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No. 20 Nanking Road
3rd Floor

NOTICE

The advertisement inserted by us in the SHUN PAO newspaper between the 25th and 27th July last is hereby withdrawn. At the request of Messrs. KING TAI & CO., formerly of 113 Szechuen Road, and now of 251 Purdon Road, House Furnishers, we beg to inform the public that on the 10th July last we wrongfully stated in a circular letter to the public that we had taken over the management, business and assets of this firm. This is untrue. We occupy the premises formerly occupied by them but have not taken over the management, business and assets of the firm, which is carrying on business at No. 251 Purdon Road.

We hereby tender to Messrs. KING TAI & CO. our public apology, and to show the sincerity of our action we have paid the sum of two hundred dollars to the RED CROSS SOCIETY of CHINA.

ORIENTAL FURNISHING CO.
40203

Kuling Landreaders Meeting

will be held on Friday, August 12th, at 9 a.m. in the Auditorium.

Secretary of the Council.
40180

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PEACE OF EUROPE HINGES ON SILESIA, DECLARES HARDEN

German Publicist Holds Any Part Given Poles Would Be Total Loss Economically

DENIES TERRITORY SEIZED FROM POLAND ORIGINALLY

Blames Korfanty For Kindling Wild Hatreds Of Population For Rebellion

Berlin, June 18.—In the whirl of discord which engulfs Europe today, the cause of the more immediate discord seems all but forgotten in the more eagerly discussed meetings of a French and German Minister of Reconstruction at Weisbaden.

But the Upper Silesian problem still is with us, and it must be settled very shortly. It was this problem which caused an estrangement between France and Great Britain recently, and out of that estrangement strange rumors of new alliances and new ententes have risen. But before there can be ententes and "agreements," there must be a wiping out of the causes of disagreement.

The story of Upper Silesia should be put in the manuals for future political students as a standard example of the damage done by the old tactics of conscious insincerity.

NOT TAKEN FROM POLAND

Polish fanatics persuaded The Allied Supreme Council at Paris that Upper Silesia had been wrested from Poland by the Germans, and that the overwhelming majority of the people longed for the day when they would be returned to Poland. That is untrue.

Upper Silesia, for 800 years, or since the beginning of the Norman conquest over England, has not belonged to Poland. It has been ruled by ancestral Princes of the Czechs and Austrians, and it was not until it came under Prussia that it attained economic importance or prosperity. Silesia, voluntarily, has sent German representatives to Prussia's and Germany's Parliament, until about thirty years ago Korfanty, the young son of a Kattowitz miner, was elected to the Reichstag with a surprisingly large majority.

Korfanty immediately started a passionate but clever agitation for making the province Polish. This agitation was facilitated by Prussia's bad psychological treatment of the natives. But not until the middle of the great war did anybody, even Korfanty, think seriously of Silesia's severance from Prussia. In 1917 a series of government concessions satisfied nine-tenths of the people.

PLEA NOT ABSOLUTELY TRUE

The German peace delegation tried to dissuade the Supreme Council from its decision regarding separation by informing it in May, 1919, that without Upper Silesia Germany would not be able to pay the reparation demanded. That is not absolutely correct, as the value of Upper Silesia does not amount to more than 2 percent of the total German possessions. It is correct, however, to say that Germany's reparation possibilities will be lessened if it has less coal and loses the Upper Silesian iron, zinc and lead, which mean a part of her manufacturing ability.

The Supreme Council finally allowed a plebiscite. Being an Upper Silesian by birth and a Pole by passionate conviction, Korfanty became the Polish commissioner. This cunning, energetic man, who always called himself half Socialist, belongs to those people who, when in luck and the possession of power, throw common sense to the winds.

As Plebiscite Commissioner, Korfanty immediately kindled the wildest hatred of the Germans. He and his supporters went beyond the bounds of common decency, insulting everything German, and until the last hour he swore (and proved by his mens) that the plebiscite would yield at least 80 percent Polish votes.

Korfanty then tried to save himself by forcible measures. This was made easier for him by the rather thoughtless English proclamation that Poland should receive the districts of Rybnik and Pless. He obtained further support as a result of the triumphant shouting of the Berlin Government that the plebiscite meant a return to Germany of an undivided Upper Silesia.

SEIZES THE ADVANTAGE

Korfanty took advantage of this misrepresentation, proclaimed himself dictator and called the masses to rebellion. He tried all the terror of "German frightfulness" of Jewish pogroms, plundering, etc., to force the non-Polish elements into civil war, which, because of Poland's superiority regarding arms and ammunition, would lead to making the province Polish and thus acquire recognition from the Allies. This has been prevented, although great mistakes have been made by German militarists and adventurers.

The only thing to do is to give Poland enough territory to take care of the three-quarters of a million persons who voted for Poland, or to have Silesia administered internationally for the time being, the governing body to include German and Polish representatives.

The poor German mark today is worth twenty-two Polish marks. Any industrial country given to Poland today is economically lost to Europe which cannot, however, afford to lose a single square mile

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Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Sourabaya
Cebu	London	Tientsin
Colombo	(F. M. S.)	Tavoy
Delhi	Lyons	Tsingtao
Cawnpore	Madras	Vladivostock
Haiphong	Malacca	(Lower Burma)
Hankow	Medan	Yokohama
	Manila	
	Peking	
	Penang	

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Acting Manager.

Banque De L'Indo-Chine

Francs.
Subscribed Capital .72,000,000.00
Paid-up Capital ...68,400,000.00
Reserve Fund (1|6|20) 60,500,000.00

Head Office:
15 bis, Rue Lafite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hoihoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T. Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £2,500,000
Silver $21,500,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
G. T. M. Edkins, Esq. Chairman
G. M. Dodwell, Esq. Deputy Chairman.
D. G. M. Bernard, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak,
A. O. Lang, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. STEPHEN.

Branches and Agencies:

Amoy	Ipoh	Penang
Bankok	Johore	Rangoon
Batavia	Kope	Saigon
Bombay	Kuala	S. Francisco
Calcutta	Lumpur	Shanghai
Canton	London	Singapore
Colombo	Lyons	Sourabaya
Foochow	Malacca	Tientsin
Hankow	Manila	Tsingtao
Harbin	Nagasaki	Vladivostock
Iloilo	New York	Yokohama
	Peking	

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

Count L. Jezierski,
General Manager.
Th. de Krzywoszewski,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid up Capital Frs. 50,000,000
Reserves Frs. 15,978.00

Head Office: BRUSSELS
London Office, 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
(1) Manchester, 31 Mosley Street
(2) New York, 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £1,000,000

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road.

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital .. $2,500,000.00
Reserve Fund $500,000.00

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
Y. S. TUNG, Acting Sub-Manager.

滙海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organised by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW

Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Manager's Office Cen. 5803
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital, Surplus & Undivided Profits G.$14,000,000

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tologan
San Francisco Office:
232 Montgomery Street

Branches

China		Rangoon
Canton		Japan
Hankow		Kobe
Harbin		Yokohama
Hongkong		
Peking		Java
Shanghai		Batavia
Tientsin		Sourabaya
		Panama
Dominican Republic		Colon
Barahona		Panama
Puerto Plata		Philippine Island
San Francisco de Macoris		Cebu
San Pedro de Macoris		Manila
Sanchez		Spain
Santiago		Madrid
Santo Domingo		Barcelona
India		Straits Settlements
Bombay		Singapore
Calcutta		

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Cuba
Buenos Aires	Havana and 22 branches
Rosario	
Belgium	England
Antwerp	London
Brussels	Italy
Brazil	Genoa
Bahia	Peru
Pernambuco	Lima
Porto Alegre	Porto Rico
Rio de Janeiro	Ponce
Santos	San Juan
Sao Paulo	South Africa
Chile	Cape Town
Santiago	Uruguay
Valparaiso	Montevideo
Colombia	Venezuela
Barranquilla	Caracas
Bogota	
Medellin	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,522.60
Special Reserve Fund $1,898,893.62

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.
Shanghai, 15th February, 1919.

Kincheng Banking Corporation 金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital ..$5,000,000
Paid-up Capital $4,500,000
Surplus ..... $ 250,000

Head Office: Tientsin

Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.

Correspondents in all important places of the world.

President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.

Every description of Banking Business transacted.

Savings Accounts kept in Tientsin and Shanghai Offices.

Cable Address. "Kincheng" Shanghai

Tel. Nos:
General Office: C. 3300
Managers' Office: C. 1350
Foreign Dept. C. 2446

Nederlandsche Handel Maatsc happij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,234 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Ban Ajermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager

The Bank of East Asia, Ltd.

Authorised Capital $2,000,00
Paid up Capital 2,000,00
Reserve Fund 500,00

Head Office:—2 Queen's Road Central, Hongkong
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund .... $ 133,316.00
Undivided Profits .. $ 71,080.00

Head Office and Branches:
Hangchow, Shanghai, Haimon and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches: Peking, Shai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.

Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Banksinit.
SHANGHAI. No 18 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091.

G. GIACHINO: ROBERT LEE
Managers.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,500,000.00
Reserve Fund ..... $ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$921,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch. 7 Kiukiang Road. Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.
Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital $2,000,000.00
Reserve $280,000.00

Every description of modern banking and trust business transacted—Personal, National and International.

Branches and Agencies:
Throughout China's principal cities.

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN
General Manager.

The Industrial Development Bank of China

SHANGHAI BRANCH.

Authorised Capital ..Mex $5,000,00
Paid Up Capital 2,500,00

Authorized by the Ministry of Finance at Peking and operated in accordance with the Rules and Regulations for Industrial Banks.

Domestic Exchange transacted. Credit granted on securities. Interest allowed on current account and fixed deposits. Bills discounted. Specie bought and sold, and banking and exchange business of every description transacted. Special Savings Department.

Agencies at Soochow, Wusih (Hsinkiang, Nanking and Hsuchow (Kiangsu), Hangchow (Kashing (Hsuchow, Shaoshing, Ningpo, Wenchow and Haimen (Chekiang), Anking, Wuhu, Pangfou (Anhui), Nanchang, Kiukiang (Kiangsi), Hankow and Ichang (Hupeh), Changsha (Hunan), Foochow and Amoy (Fukien), Swatow, Canton and Hongkong (Kuangtung), Tientsin (Chihli), Tsinanfu (Shantung), Mukden Yingkow, Dairen, Changchun, and Harbin (Manchuria). Where agencies are not yet established the Bank of China will be requested to act as agent.

Head Office: 4, Hsiboyen, Peking.
Zah Yung-jei, Manager.
Chen Ting-hsi, Sub-manager.
Shanghai Branch, 16, Peking Road

Sailed from Shanghai

FOR SAN FRANCISCO

Korea Maru	July 4
China Arrow	July 6
Royal Arrow	July 7
Golden State	July 9
Shinyo Maru	July 19
Broad Arrow	July 26

FOR LOS ANGELES

West Islip	July 25

FOR VANCOUVER

Emp. of Japan	July 16
Emp. of Asia	July 23
Can Highlander	July 30

FOR SEATTLE

West Canon	July 13
Kashima Maru	July 16
Wheatland Montana	July 19
Horaisan Maru	July 27
West Ivis	Aug. 5

FOR TACOMA

Arabia Maru	July 15
Arizona Maru	July 27

FOR PORTLAND

Vinita	July 19
Coaxet	July 28
West Kader	Aug. 3

FOR MAZATLAN

New China	July 17

OR NEW YORK

City of Norwich	July 3
Griqua	June 1?
Helenus	July 31

FOR LONDON

Glengyle	July
Kaga Maru	July 4
Mentor	July 14
Lycaon	July 18
Glenavy	July 19
Yokohama Maru	July 31
'Kalyan	Aug. 2
Gothic Star	Aug. 5

FOR LIVERPOOL

Eurymadas	July 5
Yangtsze	July 14
Tsuruga Maru	July 23
Agamemnon	July 26

FOR COPENHAGEN

Peru	Aug. 5

FOR HAMBURG

City of Brisbane	July 6
Argun Maru	July 14
Glenluce	July 16

FOR MARSEILLES

Meinam	July 5
Cap Arcona	July 20
Com. Ramsel	Aug. 6

FOR CALCUTTA

Gregory Apcar	July 14
Japan	Aug. 3

FOR BOMBAY

Dilwara	July 5

Vessels Due

A. Apcar, *Calcutta*	Aug. 15
Africa Maru, *Tacoma*	Aug. 10
Changon, *Hankow*	Aug. 7
China, *Hongkong*	Aug. 12
Choysang, *Hongkong*	Aug. 8
Chungking, *Hankow*	Aug. 11
Dunera, *Bombay*	Aug. 11
Ecuador, *Hongkong*	Aug. 13
Esang, *Hankow*	Aug. 15
Fengtien, *Tientsin*	Aug. 10
Fushimi Maru, *Seattle*	Aug. 9
Hopsang, *Tsingtao*	Aug. 7
Hsinchi, *Foochow*	Aug. 7
Hsin Ningshao, *Ningpo*	Aug. 8
Hsin Peking, *Ningpo*	Aug. 7
Hwahta, *Hankow*	Aug. 12
Hsinkong, *Tientsin*	Aug. 9
Hwahlee, *Hankow*	Aug. 11
Irene, *Foochow*	Aug. 7
Kasuga Maru, *Japan*	Aug. 9
Kiangyung, *Hankow*	Aug. 8
Kiangan, *Hankow*	Aug. 13
Kiangfoo, *Hankow*	Aug. 15
Kiangteen, *Ningpo*	Aug. 9
Kitano Maru, *London*	Aug. 7
Kiangyu, *Hankow*	Aug. 9
Kielst, *Japan*	Aug. 8
Koonshing, *Tientsin*	Aug. 11
Kumano Maru, *Japan*	Aug. 10
Kwangtah, *Hongkong*	Aug. 7
Loongwo, *Hankow*	Aug. 11
Luenho, *Hankow*	Aug. 13
Luenyi, *Hankow*	Aug. 14
Lyons Maru, *Hongkong*	Aug. 12
Mishima Maru, *Japan*	Aug. 13
Monteagle, *Vancouver*	Aug. 11
Nile, *Hongkong*	Aug. 8
Omi Maru, *Japan*	Aug. 14
Porthos, *Japan*	Aug. 11
Poyang, *Hankow*	Aug. 13
Shengking, *Hankow*	Aug. 7
Shuntien, *Tientsin*	Aug. 7
Soochow, *Hongkong*	Aug. 8
Suiyang, *Hongkong*	Aug. 10
Suiwo, *Hankow*	Aug. 14
Szechuen, *Hongkong*	Aug. 13
Tatsuno Maru, *Bombay*	Aug. 11
Tatung, *Hankow*	Aug. 10
Tehhsing, *Hankow*	Aug. 14
Tuckwo, *Hankow*	Aug. 7
Tungchow, *Tientsin*	Aug. 14
Whangpu, *Hankow*	Aug. 8
Woosung, *Hankow*	Aug. 12
Wosang, *Hankow*	Aug. 10
Wuchang, *Hankow*	Aug. 15
Yamashiro Maru, *Japan*	Aug. 7
Yingchow, *Tsingtao*	Aug. 11

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

Established by American and Chinese Capitalists under Special Charter of the Government of China April 12th, 1919.

Authorised Capital G.$10,000,000
Paid-up Capital 5,000,000

HEAD OFFICE: PEKING.
Branches:
Hankow, Harbin, Manila, Peking, Shanghai, Shihkiachwang, Tientsin, Tsinan.

Correspondents throughout the world including the interior of China.

The Bank receives deposits; grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

Shanghai Branch:
No. 11A Nanking Road.
Telephone Nos. Central 5841, 5842 and 5843.

E. KANN, Manager.
LOUIS SHEN, Assistant Manager.
SOOYII K. SHEN, Assistant Manager.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

THE CHINA PRESS, SUNDAY, AUGUST 7, 1921 17

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
...K. and S. B. ..	$715 B.
Chartered	£71⅛
Russo-Asiatic ..	Rs. 250
Marine Insurances	
Canton	H.$405 B.
North China	Tls. 144
Union of Canton .	Tls. 225 S.
Yangtsze	$21½ B.
Far Eastern Ins..	Tls. 22½ B.
Fire Insurance	
China Fire	H.$120 B.
Hongkong Fire ..	H.$320 B.
Shipping	
Indo-China Def...	H.$285
Indo-China Pref...	H.$88 B.
"Shell"	108/9
Shanghai Tug ord.	Tls. 40
Shai Tug Pref. ..	Tls. 37 B.
Mining	
Kaiping	Tls. 33
Oriental Cons. ..	17/-
Raub	H. $1 B.
Docks	
Hongkong Dock .	H.$197½ B.
Shanghai Dock ..	Tls. 120 B.
New Eng. Works	Tls. 11¾ B.
" Pref. ..	Tls. 4.35 B.
Wharves	
Shanghai Wharf .	Tls. 140 B.
Hongkong Wharf.	H.$93 B.
Lands and Hotels	
Anglo-French Land	Tls. 80 B.
Shanghai Land ..	Tls. 78
Weihaiwei Land .	Tls. 3
S'hai Hotel, Ltd..	Tls. 67½ B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 22¼ B.
E-wo .pref.)	Tls. 95
Laou-kung-mow .	Tls. 34
Oriental	Tls. 16¾ B.
Shanghai Cotton .	Tls. 155 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 188 B.
Green Island	Tls. 17 Sa.
Langkats	Tls. 10¾
Major Bros.	Tls. 5
S'hai Sumatra ..	Tls. 100
Stores	
Hall & Holtz ...	$9½ S.
Llwellyn	$90
Lane, Crawford ..	$85 B.
Mountrie	$40
Watson	H.$7.80 B.
Weeks	$14
Rubbers (Local)	
Alma	Tls. 3
Amherst	Tls. 0.15
Anglo-Java	Tls. 5¼ S.
Anglo-Dutch	Tls. 2
Ayer Tawah	Tls. 20
Batu Anam 1918.	Tls. 0.20 B.
Bute	Tls. 50 cents
Bukit Toh Alang.	Tls. 1
Chemor United ..	Tls. 0.30 B.
Chempedak	Tls. 2
Chong	Tls. 1¼
Consolidated	Tls. 1 B.
Dominion	Tls. 1½
Gula Kalumpong.	Tls. 4.85
Java Consolidated	Tls. 6
Kamunting	Tls. 1½
Kapala	Tls. 0.10
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 55 cents
Kroewoek Java ..	Tls. 7
Padang	Tls. 5
Pengkalan Durian	Tls. 5
Permata	Tls. 1
Repah	Tls. 0.50
Samagaga	Tls. 45 cents
Seekee	Tls. 1
Semambu	Tls. 0.40 B.
Senawang	Tls. 8¼
S'hai Klebang ..	Tls. 0.82½
Shanghai Malay .	Tls. 8
S'hai Malay pref..	Tls. 6
Shanghai Pahang.	Tls. 1
Sungala	Tls. 50 cents
Sungei Duri	Tls. 5
Sua Manggis ...	Tls. 2
S'hai Kalantan ..	Tls. 0.50
S'hai Seremban .	Tls. 0.50
Taiping	Tls. 30 cents
Tanah Merah	Tls. 0.30
Tebong	Tls. 6 S.
Ulobri	Tls. 2¼
Ziangbe	Tls. 2.65
Miscellaneous	
C. I. & E. Lumber	Tls. 825
Culty Dairy	Tls. 11
Shanghai Trams .	Tls. 86 B.
Shanghai Gas ...	Tls. 24½
Horse Bazaar ...	Tls. 40
S'hai Mercury ..	Tls. 12½
S'hai Telephone .	Tls. 101 B.
S'hai Waterworks	Tls. 135 B.

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Exchange Fluctuations

Asia Banking Corporation

August 6, 1921

Spot bar silver was up 1/8d and forward up 1/8d in London yesterday. The New York price of silver was up 3/4 cent and the London-New York cross rate is 359¾. The official Sterling and Gold Dollar rates remained unchanged here. Business was done at 3/9⅝ for August and 3/9¾ for September in Sterling and at 68¼ for August and 68 for September in Gold Dollars. The market was steady.

Exchange and Bullion

Shanghai, August 6, 1921

@ 3/9 = Tls. 5.33

@ exch. 72.5 = Mex. $7.36

Gold Dollars: Bank buying rate

@ 69½ = Tls. 143.37

@ 72.5 = Mex. $199.75

Mex. Dollars: Market Rate: 72.25

Shanghai Gold Bars: 978 touch Tls. 345

Bar Silver 998 touch .... Tls. —

Copper Cash .... per tael 2,085

Native Interest ..... Tls. 09

Latest London Quotations

Bar Silver ..... 38⅜d.

Bank Rate of Discount .. 5½%

Ex., Paris on London Fr. 46.48

Ex., New York on London T.T. G.$360

Exchange Closing Quotations

London ..... T.T. 3/9

London ..... Demand 3/9¼

India ..... T.T. 288

Paris ..... T.T. 880

Paris ..... Demand 883

New York ..... T.T. 67½

New York ..... Demand 67¾

Hongkong ..... T.T. 74

Japan ..... T.T. 71¼

Batavia ..... T.T. 221

Singapore ..... T.T. 62

Bank's Closing Buying Rates

London ..... Demand 3/10¾

London ....4 m-s. Cdts. 4/-

London ....4 m-s. Docy. 4/-½

London ....6 m-s. Cdts. 4/1¼

London ....6 m-s. Docy. 4/1¾

Paris ..... 4 m-s. 980

New York .. o/d. Docy. 70½

New York ..... 4 m-s. 75¼

Tourists' Exchange

@ Bank's Demand Buying Rates

£10 @ exch. 3/10¾ = Sh. Tls. 51.34

G.$50 exch. 70½ = Sh. Tls. 70.92

₱ 250 @ exch. 930 = Sh. Tls. 26.88

1 Shanghai Tael = Mex. $1.38 at Bank's selling rate for Mexican Dollars.

International Banking Corporation Closing Counter Rates

Shanghai, August 6, 1921

Banks demand selling rate on America 67¾

Banks demand buying rate on America 69½

Banks demand selling rate on London 3/9

Banks demand buying rate on London 3/10¾

ROUBLES EXCHANGE

Today Banks Buying Rate For Roubles:

Rouble 95,000 ..... = Tls. 100

" 100 ..... = Mex. $0.14

BANKS SELLING RATE FOR MARKS

Marks 5,200 ..... = Tls. 100

" 100 .... = Mex. $2.67

Lira Exchange

Shanghai, August 6, 1921

Latest Bank Selling Rates:

It. Lire 15.50 = 1 Tael

Equivalent Foreign Quotations

It. Lire 83.70 = 1 Pound Sterling

It. Lire 23.25 = 1 U.S. Dollars

It. Lire 180.30 = 100 Fr. Francs

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls.	4.76 @	3/9¼	£1
"	1.34 @	67	Gold $1
"	1 @	883	Fr. 9.84
"	1 @	53.50	Marks 59.60
"	1 @	72	Yen 1.55
"	1 @	292	Rus. 3.25
"	1 @	15	Ital. Lire 16.71
"	1 @	1.50	Mex. $1.50

The Small Investors' Co.

8A Peking Road

Shanghai, August 6, 1921

BUSINESS REPORTED

Ewos Tls. 22.25

Telephones Tls. 103.00

Culty Dairy Tls. 11.25

F. M. C. Tls. 100.00

Stock Exchange Transactions

Shanghai, August 6, 1921

OFFICIAL

Ewo Mills Tls. 22.25 Cash
Tls. 22.35
Tls. 22.50 August

New Eng. (Ord.) Tls. 11.75

Shanghai Docks Tls. 123.50 September

Oriental Cotton Tls. 17.50 September

UNOFFICIAL

Ewo Mills Tls. 22.35 August
Tls. 23.00 Sept.

Oriental Cotton Tls. 17.50 September

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, August 6, 1921

Chinese Bonds 10 Year 6%
$61.10 August

Nanyang Brothers Tobacco Co. Ltd.
$37.60 August
$38.70 Sept.

Shanghai Flour Ex.
$73.00 August
$74.40 Sept.

Chartered S. & P. Ex.
$165.80 August
$180.20 Sept.

Tungchow Cotton.
Tls. 28.65 August
" 28.85 Sept.
" 28.40 October
" 28.15 November
" 28.05 December
" 27.80 January

Local Yarn for Standard 16's Cloudy Stork.
Tls. 155.80 August
" 154.70 Sept.
" 152.40 October
" 150.20 November
" 149.80 December
" 148.60 January

Silk

Messrs. William Little and Company write as follows in their silk report dated August 5:

Our last report was dated July 29.

White Silk.—The market still continues very quiet.

Tsatlee Filatures.—Blue Fish 3, Tls. 910.

Mienyang.—C. H. I. 2. Tls. 525, 505.

Telegraphic advices from Japan report a dull market.

Rubber Prices

Messrs. R. N. Truman and Company have received the following telegram from their Singapore Agents in connection with the auctions held at Singapore on Wednesday, August 3:

No. 1 Smoked Sheet $0.27 per pound equivalent to 0s. 7½d. ex warehouse Singapore.

No. 1 Crepe $0.29 per pound equivalent to 0s. 8d. ex warehouse Singapore.

Market steady. Offered 591 tons; sold 469 tons.

Rubber Outputs

	June	July
Alma	24,000	25,500
Anglo-Dutch ...	45,000	51,500
Anglo-Java ...	79,500	*39,300
Ayer Tawah	22,602	25,467
Batu Anam ...	21,271	19,064
Bukit Toh Alang	28,023	24,658
Bute	18,750	
Chempedak ..	8,500	10,100
Chemor	21,744	26,529
Cheng	9,457	12,720
Consolidated .	47,860	
Dominion	17,378	
Gula Kalumpong	85,000	
Java Consolidate	53,000	55,300
Kamunting ..		
Kapala	7,487	
Kapayang	—	
Karan	10,600	
Kota Bahroe..	—	
Kroewoek	39,000	23,000
Langkat	—	81,688
New Amherst ..	2,234	†
Padang	19,400	
Permata	—	
Pengkalan ...	16,012	
Repah	—	
Samagaga	24,840	26,610
Semambu	18,535	16,411
Senawang	11,435	15,962
See Kee	16,000	17,000
Shanghai-Seremban	13,351	12,700
Shanghai-Kedah.	20,413	
Shanghai-Kelantan	16,500	
Shanghai-Pahang	17,317	
Shanghai-Kleban	9,135	9,077
Shanghai-Sumatr	—	30,306
Sua Manggis ...	15,000	16,600
Sungala	—	
Sungei Duri ...	21,945	
Tebong	—	
Taiping	48,500	54,000
Tanah Merah .	33,500	
Ziangbe	39,900	24,200

*Trees wintering.
†No tapping.

Share Market

Messrs J. P. Bisset and Company write as follows in their share report for week ending August 5:

The local share market during the past week has shown no improvement generally and local Cotton Mill shares have weakened considerably as the result of the interim dividend declared by the Ewo Cotton Mills, last Tuesday, being far less than generally estimated and anticipated. Otherwise prices show no marked changes and there were no signs of the market livening up at the close of business today, buyers quoting absolute bargain prices only in all lines.

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First Aerial Life Boat To Be Launched Soon

London, June 18.—The first lifeboat of the air, which has been built with great secrecy, is to be launched soon.

After the official trials it will go through a series of tests with the Fleet. If it proves to be satisfactory, a large number of the craft on a much larger scale will be constructed.

The design is the outcome of three years of secret research and tests. The flying lifeboat will be able to reach a vessel in distress at a speed of more than 100 miles an hour, and it is claimed that it will be able to ride through the roughest storm with the confident safety of an Atlantic liner. The boats are able to taxi along the water.

Their seaworthiness is to be tested by sending the first experimental ship out with the navy, where it is to remain at sea for several days without any "mother ship."

The wing span of the one now nearing completion is 140 feet. Safety in the most violent sea will come from the resilience of the hull, which is in one piece from stem to stern. When this hull strikes a huge wave it gives way slightly in much the same way that a pneumatic tire does when it strikes an obstacle on the road.

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500	do.	1921	8%	" 500	2	
1,000	do.	1921	8%	" 1,000	3	
100	Shanghai Waterworks	1921	8%	" 100	4	
500	do.	1921	8%	" 500	5	
1,000	do.	1921	8%	" 1,000	6	
500	Shanghai Municipal	1911	6%	" 425	7	
1,000	Shanghai Land Invest.	1909	6%	" 850	8	
100	Week & Co. 2nd issue		7%	" 94	9	

CUMULATIVE PREFERENCE 8%

Shares						
25	New	Engineering	"8%"	for Taels 4.40 per share		10
50		do.	do.	do.	do.	11
100		do.	do.	do.	do.	12
500		do.	do.	do.	do.	13
1,000		do.	do.	do.	do.	14

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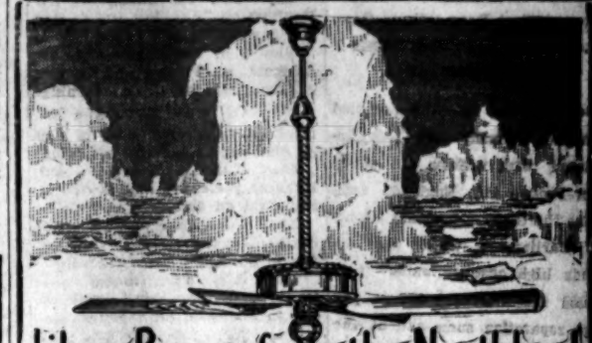

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NANYANG BROS. TOBACCO CO., LTD.

LUXURIES NOW GERMANY'S NEEDS

Estimated That Billion Marks' Worth Are Entering Country Every Month

CUSTOMS WALL URGED

Argued That Reparations Cannot Be Met If Superfluous Goods Come In

Berlin, June 18.—The occupied area and Germany are being inundated with articles of luxury from France and England, complains the German National Economic Parliament, which now demands high customs walls. It is argued that Germany cannot pay large reparation sums and at the same time import superfluous wares. The Economic Parliament estimates that between 500,000,000 and 1,000,000,000 marks worth of luxuries are entering the countr monthly. These come mostly i small packages through the post o are permitted to enter through th laxity of customs officials in th occupied areas. The slump in th value of the mark has resulted i a hole in the west, the German assert.

Recently German customs auth orities complained of the abuse c the treaty clause which allow Alsace and Lorraine to export ware to Germany. "Large quantities c French and British cloth are bein restamped with Alsace-Lorrain trade marks," they said. "Mor wine is being imported by German alone from Alsace and Lorrain than the total production of tha region. English chocolates are r packed in Strassburg and shippe customs free into Germany. Ther is a thriving trade in false bills c lading along the frontier."

A Cologne business man said tha regular, honest business was bein seriously imperilled by smuggler who move whole truck loads c merchandise across the frontie He also said that the new custom rates and methods were so com plicated and indefinite that doin business through the prope channels is almost impossible. Co sequently firms with stocks on han have cancelled their orders and a waiting for a change.

Tobacco and cigarettes are high favored by smugglers. In the tra on which The New York Herai correspondent was crossing the Be gian frontier cigarette smuggler were captured while trying to hi their wares. They had a thousan packages of cigarettes wrappe about their bodies like life bel and wore canvas bags filled wit them in their trouser legs an hats.

Shipping Items

YANGTSZE POSTS

The S.P. s.s. Changon left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Tuckwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Shengking left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangyung left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Whangpu left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangyu left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Wosang will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Tatung will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Hwahlce will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Loongwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Chungking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Hwahta will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Woosung will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.M. s.s. Hsinchi left Foochow on Friday and is due in Shanghai this morning.

The C.N. s.s. Soochow left Hongkong on Thursday and is due in Shanghai tomorrow.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Canton, Hongkong and Swatow tomorrow morning.

The C.N. s.s. Suiyang will leave Hongkong today and is due in Shanghai on Wednesday.

The C.M. s.s. Kwangtah left Hongkong on Wednesday and is due in Shanghai today.

The C.M. s.s. Kaho left Amoy for Wenchow and Shanghai on Friday.

The C.M. s.s. Irene left Foochow on Friday and is due in Shanghai today.

The C.N. s.s. Szechuen will leave Hongkong on Tuesday and is due in Shanghai by way of Amoy on Saturday.

NORTHERN PORTS

The C.N. s.s. Shuntien left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Tsingtao this afternoon.

The C.M. s.s. Hsinchang left Tientsin for Lungkow, Hongkong and Canton on Friday.

The C.M. s.s. Hsinkong left Tientsin yesterday and is due in Shanghai by way of Chefoo on Tuesday.

The C.N. s.s. Fengtien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Yingchow will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

JAPAN PORTS

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is due to arrive at the N.Y.K. wharf today.

The Blue Funnel s.s. Cyclops left Yokohama on Wednesday and is due to arrive in Shanghai tomorrow.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki for Shanghai today and is due to arrive at the Wayside Wharf on Tuesday.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is due to arrive at the N.Y.K. wharf on Wednesday.

INDIAN PORTS

The P. and O. s.s. Dunera, from Bombay on July 22, is expected to leave Hongkong at 10 o'clock tomorrow morning and is due to arrive in Shanghai on Thursday, August 11.

The B.I. s.s. Tanda left Calcutta on Wednesday and is due to arrive in Shanghai by way of Straits and Hongkong on August 25.

The B.I. s.s. Arratoon Apcar, from Calcutta on July 15, is expected to leave Hongkong next Thursday and is due in Shanghai by way of Amoy on Monday, August 15.

EUROPEAN LINES

The N.Y.K. s.s. Kitano Maru, from London, left Hongkong for Shanghai on Thursday and is due to arrive at the Wayside wharf today. The Kitano sails for Kobe tomorrow.

The M.M. s.s. Cordillere, with the French mails of July 12, left Colombo on Tuesday and is expected to arrive in Shanghai on Thursday, August 18.

The N.Y.K. s.s. Kleist is due in Shanghai from Japan tomorrow and will sail for London and ports at daylight Wednesday. The tender with passengers and baggage will leave the Customs jetty at 5 o'clock Tuesday afternoon.

AUSTRALIAN LINE

The E. and A. s.s. St. Albans arrived at Hongkong from Melbourne and ports Wednesday afternoon and sailed for Yokohama on Thursday morning, August 4.

AMERICAN LINES

The China Mail s.s. Nanking sailed from San Francisco on Saturday afternoon, July 30 and is due to arrive in Shanghai by way of Honolulu, Yokohama and Kobe on August 25. The Nanking is scheduled to sail from this port for Hongkong and Singapore on August 26.

The C.P.O.S. s.s. Monteagle is due in Shanghai from Vancouver and Japan ports Wednesday, August 10 at about noon. The Monteagle will dock at the Hongkew Wharf and sails for Hongkong direct at 7 o'clock Thursday morning, August 11.

The N.Y.K. s.s. Fushimi Maru is expected to arrive in Shanghai from Seattle and Japan ports on Tuesday and will sail for Manila and Hongkong at daylight Wednesday. The Fushimi will dock at the wayside Wharf.

The Dollar Line s.s. Bessie Dollar sailed from Vancouver for the Orient by way of Yokohama and Kobe on July 29.

The Dollar Line s.s. Grace Dollar sailed from Galveston, Texas, for the Orient by way of Panama Canal and Vancouver on August 3.

The Dollar Line s.s. Melville Dollar arrived at New York from the Orient on August 2.

The China Mail s.s. Nile left Hongkong Friday morning and is due to arrive off Wosung tonight and will sail for San Francisco by way of Nagasaki, Yokohama and Honolulu tomorrow evening. The tender with incoming pasengers is expected to reach the Customs jetty about 10 o'clock tomorrow morning and the outbound passengers tender will leave at 4 o'clock tomorrow afternoon.

The China Mail s.s. China will leave Hongkong on Tuesday and is due in Shanghai Friday morning. The China will dock at the China Merchants' Central Wharf and sails for San Francisco by way of Nagasaki, Yokohama and Honolulu Friday afternoon.

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G. CLERICO, Supt. of Service. R. L. ELLIS, Manager.

Comfort! *Pleasure!*

DEL MONTE CAFE

Cabaret

Change of Programme with Special Attractions

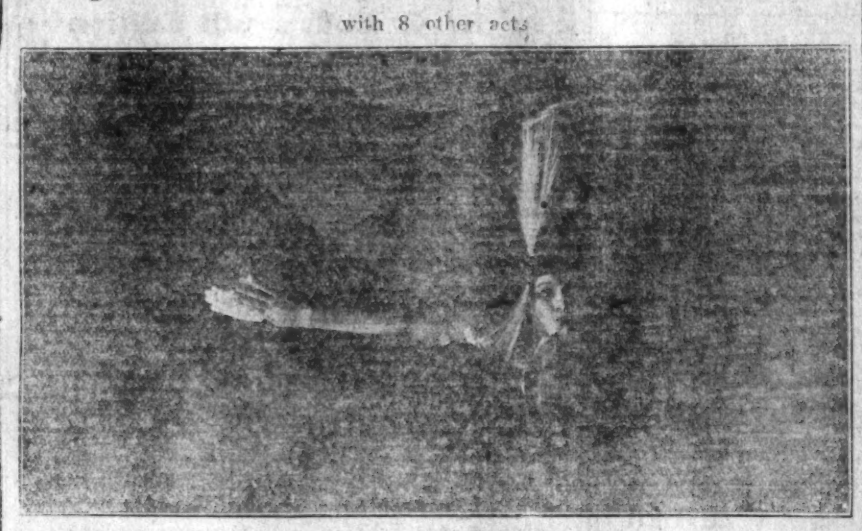
For Tonight, August 7th

The Famous Dancers

James and Nellie Valenso will dance for the first time in Shanghai

Tango Fox Trot—"Amorita" and Dance Fantaisie

with 8 other acts



Dancing and Singing

Performance starts 10.30 p.m. Sharp

Come early and reserve your seats. Cold Dishes of all kinds and Refrestments served

THURMAN R. HYDE, Manager

DEL MONTE CAFE

Phone West 115

COOL

ST. GEORGE'S CAFE

217 Bubbing Well Road.

Get away from the hot down-town district for your evening of pleasures. Come out to St. George's where you get the country breezes. Sit on our airy verandah or dance in a cool ball room.

The Bubbling Well street car (board it on Nanking Road) stops in front of our door. You can ride back to town in a taxi for $1.

Dinner dance every evening. Special de luxe dinner every Saturday night. Bring your family. Arrange for a special dinner in our private dining room. Everything under foreign supervision. Hear the famous Parisien Jazz Orchestra; Harry Kerry, musical director.

For reservations 'phone West 2279

HARRY CURTIS, Sept. Service BOB AKEO, Manager.

Extraordinary Fight Picture!

OPEN AIR CINEMA

COMMENCING WEDNESDAY NEXT

THE BEST KNOWN MAN IN THE WORLD

JACK DEMPSEY

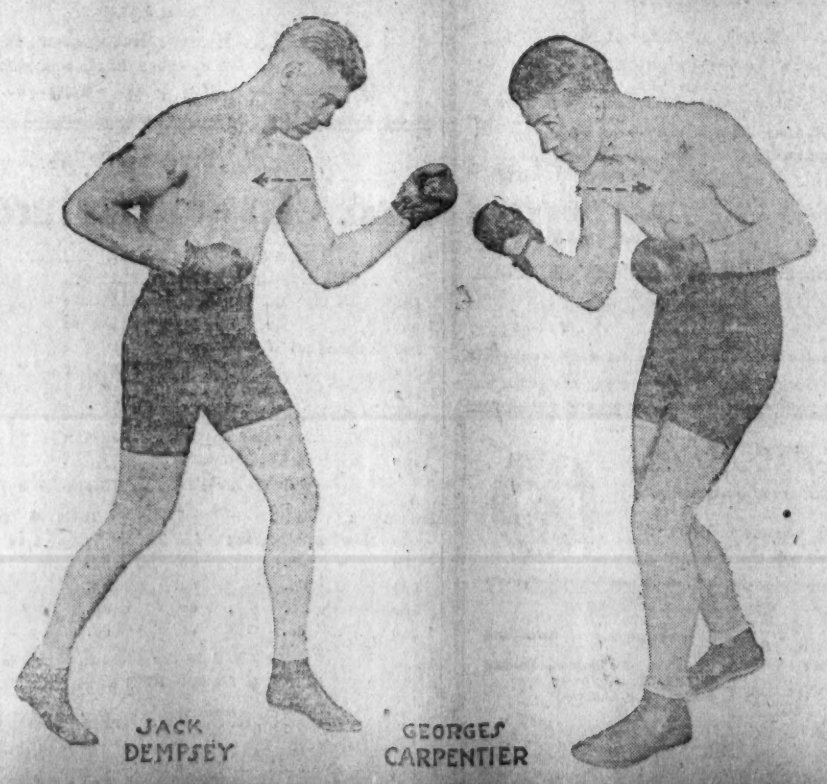
VS

BLOW by BLOW

YOU WILL WITNESS THE GREATEST FIGHT SCENES

AT THE

ST. GEORGE'S



The Greatest Scrap Ever Witnessed

217 BUBBLING WELL ROAD

COMMENCING WEDNESDAY NEXT

THE MOST GALLANT AND BRAVE FRENCH CHAMPION

GEORGES

VS

CARPENTIER

BLOW by BLOW

YOU'LL WITNESS THE MOST DARING CHALLENGE

SEE HOW THEY FOUGHT

EXECUTIONER ACTS IN EVENING DRESS

Old Custom Of Middle Ages Observed In Prussia In Murderer's Case

Berlin, June 8.—That the execution of a death sentence is still carried out in a strange medieval manner in modern Prussia was brought to light recently in the case of Friedrich Schumann, convicted of murder.

Schumann himself did an odd thing. After being held in prison for nine months, he petitioned the Prussian Government to carry out the sentence. He wrote that he was absorbed in meditation of his own "second ego" and insisted on the sentence being carried out on the ground that it would be illogical for the Minister of Justice not to do so as long as capital punishment remained in force.

To oblige the prisoner instructions were given to the authorities at the Ploetzenese criminal prison for the sentence to be carried out. The following morning a table covered with a black cloth was placed in the court yard of the prison behind the block. In convict's dress, with his hands bound behind him, Schumann was led into the courtyard by two warders. There he was received by the judge and the executioner, Herr Schwietz. Herr Schwietz, according to the custom, was attired in evening clothes, a top hat and white gloves. Beside the block stood his three assistants. The judge sitting at the black table greeted the prisoner with the words:

"Are you Friedrich Schumann?"

After the prisoner had affirmed that he was, the Judge read the sentence, and then turning to the executioner said: "Executioner, do your duty."

This was a signal for the three assistants to seize the prisoner. They tore off his coat and shirt, tied his feet together and threw him head foremost on the block. Then the executioner, just as in the old days, raised the headsman's axe and with one short stroke brought it down against the prisoner's neck. Schumann's head rolled into the sand. One of the assistants lifted it up and placed it in a coffin into which the others lifted the body.

Only one newspaper commented on this crude execution; that was the *Freiheit*, which said: "In Germany, a democratic republic, justice still follows the methods of the Middle Ages. The present day is represented solely by the dress coat of the executioner which covers the brutality of the execution. It is a crude Prussian picture—the Middle Ages with a veneer of Kultur."

Passengers Departed

Per C.N. s.s. Luenyi for Kiukiang: Mr. and Mrs. N. C. Chun, Miss C. Smith, Mr. J. J. Ellis; for Hankow: Mr. Pamelle.

Per C.N. s.s. Chenan for Hongkong: Miss Ezra, Mr. J. H. Aannsen; for Canton: Messrs. Hall, Corbett, Hancox, Patterson, Dallow.

Per C.N. s.s. Tungchow for Weihaiwei: Misses Tallarrant, E. Getz, Pugh, Messrs. Clark, S. H. Lewis, F. G. Harrison, Raeburn, G. S. Scott; for Chefoo: Miss K. Broomhall, Messrs. D. A. W. Heron, Cunningham, Mrs. Federspiel and 3 children, Mrs. Laurentzen, Miss Laurentzen, Rev. Father Verdier; for Tientsin: Mrs. R. E. Manders, Miss Goodrick, Missers L. Woods, F. Lloyd, Messrs. C. D. Kawaroff, H. Bailey, A. Dodd, F. Holroyd, Holden, Kemsley.

Per C. N. s.s. Shantung for Hongkong: Mr. and Mrs. Waples, Mr. and Mrs. Bales, Messrs. H. Moji, C. F. Rehnborg, W. Hill.

Per Glen Line m.v. Glenamoy for Chinwangtao: Messrs. J. A. Dobbie, A. M. Wilkie; for Nagasaki: Messrs. L. Barrera, A. D. Kay, S. K. Chow, N. L. Chow.

Per C.M. s.s. Hainming for Chefoo; Mr. and Mrs. McMullan, Miss McMullan, Mr. and Mrs. D. Murray.

Per C.M. s.s. Kiangteen for Ningpo: Mr. Hsu Jui-lin; for Pootoo: Mr. Leyshon.

Per N.Y.K. s.s. Chikugo Maru for Japan: Messrs. Dimtriades, K. A. Lauritzen, Mr. and Mrs. E. Wood.

Per N. Y. K. s.s. Suwa Maru for Victoria and Seattle: Mrs. Rapages and 2 children, Mr. and Mrs. Breuner, Miss Breuner, Mr. and Mr. Joseph, Miss Joseph, Mr. Pasche, Mrs. B. Kuhn, Misses Berry, Vokins, Mr. and Mrs. F. Ezra, Mrs. Grundy, Miss W. Martin, Mr. and Mrs. Patterson, Messrs. C. W. Hayden, Angel Suntay, G. E. Marshall, G. A. Johanson, M. Sternberg, C. H. Fryer, Thos. Banner, Whalley, A. R. Scot, Mr. and Mrs. Castleton and 4 children, Mrs. Burt, Messrs. W. M. Calder, G. V. Bailey, W. F. Hanrahan, Hybert, F. A. Seidler, Mrs. Farrow Proctor, Mr. and Mrs. Shroff, Mr. and Mrs. Dearn.

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Open Air Cinema,
217 Bubbling Well Road

To-Night To-Night

Samuel Goldwyn presents the Irresistible, Charming and Radiantly Beautiful Comedienne

MADGE KENNEDY

in

One of the best and most delightful productions of her entire career

"THE KINGDOM OF YOUTH"

by Charles A. Logue.

It is a play that will appeal to everyone, from the youngest member of the family to the oldest. It is a story of sunshine and happiness, with a plentiful sprinkling of exciting adventure that insures the punch and the thrills.

At The **Victoria Theatre**
Features to be exhibited for
The Coming Week
FOR
Monday and Tuesday
"THE VAMP"

Victoria Theatre
FOR
Wednesday and Thursday
DOUGLAS FAIRBANKS
IN
"HE COMES UP SMILING"

Victoria Theatre
For Friday, Saturday and Sunday
WILLIAM S. HART
IN
"BRANDING BROADWAY"

Passengers Arrived

Per C.M. s.s. Kiangfoo from Hankow: Mr. Guterry, Rev. Father Bonanete.

Per C.M. s.s. Kianghsin from Hankow: Miss Fenis.

Per I.-C. s.s. Kingsing from Tientsin: Mrs. Blondean, Messrs. Lynes, W. A. Hanralan, A. J. Deer, P. H. Nye.

Per L. V. Lang s.s Yungshin from Vladivostok: Misses Alex. Vorontzoff, Elis Tarhenichvili, A. Svatonhina, Mrs. Martha Karp, Mrs. M. Otto Duppel, Mrs. S. M. Mihailovsky, Messrs. A. Firekel, Basile Lavroff, Fred. Th. Mills, Alex. Vajenina, M. P. Pirovskych, Antoine Kocich, I. Neiman, Tvanoff, Miller; from Tsingtao: Capt. Naell, Mr. Schiffr.

SPECIAL PROGRAMME
VICTORIA THEATRE
Presenting Tonight, August 7th and Matinee Today
A TREMENDOUS SPECTACLE
IN SEVEN REELS
SIGNOR GUAZZONI
COLOSSAL SPECTACULAR PRODUCTION
"THE SACK OF ROME"

PRICES $1.50 and 1.00

Holders of Special Coupons are entitled to use same by paying the difference.

MATINEE TODAY, August 7th
Showing
"THE SACK of ROME"
and two new episodes of
"THE VANISHING TRAILS"

OLYMPIC THEATRE
TONIGHT! TONIGHT! TONIGHT!
ADOLPH ZUKOR
PRESENTS
LINA CAVALIERI
in
"A Woman of Impulse"
The Peril of being Beautiful!
It Wasn't that she Didn't Love Her Husband!

Lina Cavalieri plays the part in this great picture of a daughter of Eve whose beauty was far too great for the safety of her own heart or the men's she encountered.

It wasn't that she did not love her husband, but simply that she drew other men to her almost unconsciously as the candle-flame does the poor doomed moth. And some of the moths were mighty dangerous.

"A Woman of Impulse" will stir you deeply by its likeness to the problems of Love as you know them.

Also Showing a Two Part
CHARLES CHAPLIN COMEDY
Triple Trouble
Matinee Today, August 7th Showing
LINA CAVALIERI in "A WOMAN of IMPULSE"

ASTOR HOUSE HOTEL
SUMMER GARDEN
AND
DANCE PAVILION
Tea Dansants Daily at 5:00 p.m. Except Sunday
Dancing Every Night in the Open Air at 9:30 p.m.

The Largest and Finest Dance Floor in the Orient.
The Coolest Spot in Shanghai. Special Lighting Effects.

FEATURING THE ASTOR HOUSE FAMOUS DANCE ORCHESTRA
Earl Currens, Musical Director.

Special Musical Programme Each Night Between Dances.

Private Dinner Parties, Special Dinners, and Banquets Arranged on Short Notice, Under the Strict Supervision of a European Chef.

Entrance Complimentary **Reservations North 908 and 200**

ASTOR HOUSE HOTEL
The Society Spot of Shanghai

ATTENTION
A Special Concert will be given on the Palace Hotel Roof Garden Tonight August 7th, 1921.

After complete reconstruction, beautifully re-arranged and open

PALACE HOTEL
ROOF-GARDEN
With a magnificent night view of the harbour and town.

CONCERT
Of 8 conservatory-graduated artists conducted by Palace Hotel Musical Director A. B. LITVIN.

Concerts on Tuesdays and Thursdays

STOP AND LOOK
HERE WE ARE AT LAST!

WHAT?
THE ORIENTAL CAFE AND RESTAURANT
CHUN KIANG ROAD
OFF NEW ROAD TO WOOSUNG, 200 YARDS BEYOND THE TOLL GATE:
ABSOLUTELY THE COOLEST SPOT IN SHANGHAI WITHOUT A LIE.
First class iced refreshments and short orders of any kind and of the best quality served at a moment's notice.
Dancing Every Evening from 9 p.m.
UNTIL YOU'RE TIRED
SECOND TO NONE IN SERVICE

At The ISIS Th atre
Coolest Theatre Best Ventilated
On Monday August 8th, Tuesday 9th, Wednesday 10th and Thursday 11th

The Son of Tarzan

The World's Wonder Jungle Serial From the Heart of Darkest Africa—Every Episode Replete with Thrills, Wild Animals and Fights from Start to Finish—And in Addition the Most Unusual Love Story Ever Told.

See it at THE ISIS

WRITTEN BY
EDGAR RICE BURROUGHS
Author of "Tarzan of the Apes" and "The Romance of Tarzan"

Episode 3: "The Girl of The Jungle'
Episode 4: "The Sheik's Revenge'

Usual Prices ! Usual Prices !

Commencing Friday, August 12th and on Saturday and Sunday

YOUNG BUFFALO
(Philip Yale Drew)
In a series of three dramas of The Great Outdoors

"HIS PAL'S GAL"
The loyalty of friendship is tested by a beautiful woman and loyalty wins.

"The Hobo of Pizen City"
The redemption of a ne'er-do-well who was also something of a ne'er-do-harm
and
"THE HOLD-UP MAN"
A touch of mystery, a dash of the West, and a world of adventure and romance

Usual Prices! Usual Prices!

MATINEE TO-DAY at 3 p.m.
"The Son of Tarzan"
The first two episodes and prologue

To Night **To-Night**
SPECIAL PROGRAMME
CHARLES RAY
IN
"45 Minutes from Broadway"
A story of rubes and wise guys
A First National Special Attraction

THE COMING WEEK FULL OF ATTRACTIONS
AT THE **APOLLO**
Monday, Tuesday and Wednesday
August 8th, 9th and 10th
Thrills Follow Thrills in Thrilling
GOLDWYN "THRILLER"

"THE PEACE OF ROARING RIVER"
Featuring that exotic dramatic star
PAULINE FREDERICK.

WARNING!
BEWARE OF THIS AD!

"Box 17.....Roaring River. Rich young man owning a silver mine, with an elegant home overlooking a beautiful river, wishes to correspond with an intellgent young lady. Object, Matrimony."

Unsuspected Madge Nelson who lives in this city, answered the ad.

She was desperate—out of work and money gone—any kind of a husband was better than starvation. She pawned her last ring for fare to the "elegant home" and found.....

But alone, trapped and terrified, she shot him. Then the adventure began!!

SEE
PAULINE FREDERICK
IN
"THE PEACE of ROARING RIVER"
Usual Prices **Booking at Robinson's**

Tuesday, Friday, Saturday and Sunday
August 11th, 12th, 13th and 14th
ANOTHER GOLDWYN TRIUMPH!
SCREEN IDOL OF YOUNG AND OLD
TOM MOORE
IN
"A MAN AND HIS MONEY"

This newest Goldwyn picture Presents TOM MOORE in his best guise in the smartest of smart society.

Polo matches, fashionable country clubs, dashing clothes—these are details of a brilliant picturization of a capital story.

THE PLOT ITSELF IS INGENIOUS, CHARMING SURPRISING.

FUN AND THRILLS ABOUND THIS BEAUTIFUL FEATURE.

Usual Prices **Booking at Robinson's**

TO-DAY at 3 p.m. and TO-NIGHT
NORMA TALMADGE
in
"ROBBY"

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Captain Sorensen, will leave on Sunday, August 7, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kianghsin, Captain Phillips, will leave on Monday, Aug. 8, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain G. D. S. Mills, will leave from the French Bund on Monday, August 8, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S. S. Kutwo, 2664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, August 9, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The The China Navigation Co.'s Str. Whangpu, Capt. A. Torrible, will leave on Wednesday, August 10, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Yingchow, Captain K. E. Tuebben will leave from the French Bund on Thursday, Aug. 11, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to all Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Woosang, 1,783 Tons, Captain Forrster, will sail for the abovementioned ports from Old Ningpo Wharf on Thursday, August 11, at about midnight. For Freight or Passage apply to JARDINE, MATHESON AND CO., LTD., General Mangers Telphone C. 241. Extension to Freight and Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 3,925 Tons, Captain Gibb, will sail for the abovementioned ports from Hunt's Wharf on Friday, August 12, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Changking, Captain J. Legge, will leave on Friday, August 12, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD AND SWIRE, Agents Tlel. Central No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Woosung, Capt. C. C. Williams, will leave on from the French Bund on Saturday, August 13, at about 12 o'clock midnight. For Freight or Passage apply to BUTTERFIELD AND SWIRE, Agents French Bund Tel Central No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenbo, 2,868 Tons, Captain Reid, will sail for the above mentioned ports from Hunt's Wharf on Monday August 15, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 3,671 Tons, Captain Jackson, will sail for the abovementioned ports from Hunt's Wharf on Tuesday, August 16, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. Luang, 1782 Tons, Capt. Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, August 17, at about midnight. For Freight apply to JARDINE MATHESON & Ltd., General Mangers, Telphone C. 241. Extension to Freight Department

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain J. Oudney, will leave from the French Bund on Monday, August 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. French Bund Tel. C. No. 4881, Private Exchange to all Departments.

NINGPO.—The Str. Klangteen, Capt. H. Randby, will leave on Tuesday, August 9, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

SWATOW HONGKONG, CANTON.—The China Navigation Co.'s Str. Sinkiang, Captain C. P. Puckett, will leave from the French Bund on Tuesday, Aug. 9, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Department.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Soochow, Captain E. Monkman, will leave from the French Bund on Thursday, Aug. 11, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Yingchow, Capt. G. Byers, will leave from the French Bund on Saturday, August 13, at daylight. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

For Northern Ports

NEWCHWANG.—The Steamer Toonan, Capt. Klausen, will leave on Tuesday morning, August 9. For Freight or Passage, apply to C.M.S.N. Co.

CHEFOO AND TIENTSIN.—The Steamer Hsinfung, Captain Ross, will leave on Tuesday morning, Aug. 9. For Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK Via NAGASAKI:—The Mail Steamer 'YUNGSHIN' Captain Poolga, will be despatched from Shanghai on Tuesday, August 9. The tender conveying Mail and Passengers will leave the French Mail Jetty on Tuesday, at 2.30 p.m. For Freight or Passage, apply to L.V. Lang, No. 8 French Bund, (Tel. Nos. Central 4702 and 3059).

ANTUNG.—The China Navigation Co.'s Steamer Kweilin, Capt. A. McDowell, will leave on Tuesday, August 9, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. C. A. Christiansen, will leave from the French Bund on Tuesday, August 9, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Depo-tments.

For Japan Ports

NAGASAKI Direct.—The Mail s.s. 'Yungshin' Capt. Poolga, will be despatched from Shanghai on Tuesday, August 9. The tender conveying Mail and Passengers will leave the French Mail Jetty on Tuesday, at 2.30 p.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. (Tel Nos. Central 4702 and 3059.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
June	25	Cruise	Ad. Zavoika	Rus.	
July	18		Anking	Chi.	
Aug.	6	Hongkong	Afrika		
July	29	New York	Bellflower	Am.	Adl. Line
July	18	Native Customs	Cheanda	Chi.	Kut Kee
June	20		Chimenong	Chi.	T.Y.S.S. Co.
Aug.	5	Cruise	Chuentiao		
Aug.	3	Seattle, ports	C. of Spokane	Am.	Adl. Line
Aug.	1	Antwerp, ports	Com. Ramel	Fr.	M. M. Cie
Aug.	4	Hankow, etc.	Chekiang	Br.	B. & S.
Aug.	5	Hongkong	Chinkiang	Br.	B. & S.
Aug.	4	Tsingtao	Dziboshi Maru	Jan.	H. H. Co.
July	25	New York, ports	Dryden	Am.	Adl. Line
July	23	San Francisco	E. Importer	Am.	P.M.S.S. Co.
July	31	Vancouver, ports	Easther Dollar	Br.	Dollar Co.
Aug.	5	Hankow, etc.	Esang	Br.	J. M. & Co.
Aug.	6	Hankow, etc.	Fengyang Maru	Jap.	N. Y. K.
Aug.	4	London, ports	Glenade	Br.	G.L.E.A.
July	27	Wenchow	Hacan	Chi.	C.M.S.N. Co.
June	13		Hwahting	Chi.	
Apr.	10		Hungkiang	Fr.	C. S. F. den.
July	30	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
July	25	Japan	Kirishima M.	Jap.	M. S. K.
July	16	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Aug.	4	London, ports	Kashmir	Br.	M. M. & Co
Aug.	4	Hannow,	Kasama	Br.	J. M. & Co.
Aug.	5		Kansu Maru	Br.	B. & S.
Aug.	5	Liverpool, ports	Keemun	Br.	B. & S.
Aug.	6	Hankow, etc.	Kiangtoo	Chi.	C.M.S.N. Co.
Aug.	6	Hankow, etc.	Kiangnsin	Chi.	C.M.S.N. Co.
Aug.	6	Hankow, etc.	Kweilin	Chi.	C.M.S.N. Co
Aug.	6	Tientsin, ports	Kingsing	Br.	J. M. & Co.
Aug.	6	Foochow	Kohoku Maru	Jap.	O. S. K.
Aug.	5	Hongkong	Kweilin	Jap.	S. Shokai
Aug.	4	Newchwang	Kyodo Maru 26	Jap.	M.B.K.
July	29	Cruise	Luensing	Chi.	Customs
Aug.	3	Cruise	Likin	Chi.	Customs
Aug.	1	Hankow, etc.	Loongmow	Br.	B. & S.
July	23	Chefoo	Mingshun	Chi.	S.P.S.N. Co.
June	18	Hankow, eta.	Meifoo	Am.	Socony.
June	19		Miesur		
June	23	Swatow	Ningpo	Br.	B. & S.
Aug.	3	Chinkiang	Nagata Maru 38	Jap.	A. P. Co.
Aug.	4	Foochow	Ningshin	Chi.	S.P.S.N. Co.
Aug.	6	Hankow, etc.	Ngankin	Br.	B. & S.
July	23	Japan	Ogawa Maru	Jap.	M.B.K.
June			Pacific	Dan.	G.N.T. Co.
Aug.	1	Japan	Shunkai Maru	Jap.	O. S. K.
July	24	Cruise	Store Norviske	Nor.	Gr. N. T.
July	22	* * * * * *	S. Thompson	Am.	
July	26	Tientsin	Shawhsing	Chi.	S.P.S.N. Co.
Aug.	4	Swatow	Singan	Br.	B. & S.
Aug.	5	Tientsin	Shinping	Chi.	S.P.S.N. Co.
Aug.	5	Hongkong	Sinkiang	Br.	B. & S.
Aug.	4	Chinwangtao	Taiyo Maru	Jap.	K.M.A.
Aug.	4	Japan	Teiresias	Br.	B. & S.
Aug.	4	Chefoo	Tsenglee	Chi.	Ch. R. Shaw
Aug.	5	Chinwangtao	Unkai Maru	Jap.	K.M.A.
Aug.	4	Chefoo	Weishun	Chi.	S.P.S.N. Co.
Aug.	5	Hankow, etc.	Wuchang	Br.	B. & S.
Aug.	6	Calcutta, ports	Yatshing	Br.	J. M. & Co.
Aug.	5	Hankow, etc.	Yohyang Maru	Jap.	N. Y. K.
Aug.	6	Vladivostok	Yungshin	Chi.	L.V. Lang
Aug.	4	Tientsin	Yusang	Br.	J. M. & Co.

Departures

Date		For	Ships Name	Flag	Agents
Aug.	5	Chinwangtao	Kinzan Maru	Jap.	Ch. R. Shaw
Aug.	5	Hongkong	Radja	Dut.	H. U. T. Co.
Aug.	5	Copenhagen	Peru	Lux.	E. A. Co.
Aug.	5	Japan	Toyei Maru	Jap.	N. Y. K.
Aug.	6	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Aug.	6	Hankow, etc.	Luenyi	Br.	B. & S.
Aug.	6	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Aug.	6	Hankow, etc.	Tatoo Maru	Jap.	N.Y.K.
Aug.	6	Rive ports	Meian	Am.	Socony
Aug.	6	Japan	Chikugo Maru	Jap.	N Y K
Aug.	6	Foochow	Kungping	Chi.	C.M.S.N. Co
Aug.	6	Tsingtao	Yingchow	Br.	B. & S.
Aug.	6	Nagasaki, ports	Glenamov	Br.	G L E A
Aug.	6	Dondon, ports	Gothic Star	Br.	S.I.&C.S.Co.
Aug.	6	Japan	Shunko Maru.	Jap.	O S K
Aug.	6	Wenchow	Kwangchi	Chi.	C.M.S.N. Co
Aug.	6	Tacoma, ports	Manila Maru	Jap.	O.S.K.
Aug.	6	Dairen, Tsingtao	Nakaki Maru	Jap.	S.M.R. Co.
Aug.	6	S. H'kong, C'ton	Chenan	Br.	B. & S.
Aug.	6	Seattle ports	Suwa Maru	Jap.	N. Y. K.
Aug.	6	Newchwang	Kansu	Br.	B. & S.
Aug.	6	Marseilles, ports	C. M. Mailhol	Fr.	M M Cie
Aug.	6	Manila, Hongkong	E. of Russia	Br.	C.P.O.S.
Aug.	6	Chinwangtao	Dukat	Nor.	K.M.A.
Aug.	6	W. C'foo, T'tsin	Tungchow	Br.	B. & S.
Aug.	6	Mi'ke	Chihli	Br.	B. & S.
Aug.	6	Tientsin	Hsinming	Chi.	C.M.S.N. Co
Aug.	6	Tientsin	Kwangping	Br.	K M A.
Aug.	6	Ningpo, Pootoo	Klangteen	Chi.	C.M.S.N. Co

Arrivals

Date		From	Ships Name	Flag	Agents
Aug.	6	Hongkong	Afrika		
Aug.	6	Foochow	Ningpo Maru	Jap.	O. S. K.
Aug.	6	Vladivostok	Yungshin	Chi.	L. V. Lang
Aug.	6	Tientsin, ports	Kingsing	Br.	J. M. & Co
Aug.	6	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co
Aug.	6	Hankow, etc.	Ngankin	Br.	B. & S.
Aug.	6	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co
Aug.	6	Hankow, etc.	Kweilee	Chi.	C.M.S.N. Co
Aug.	6	Hankow, etc.	Fengyang Maru	Jap.	N.Y.K.
Aug.	6	Calcutta, ports	Yatshing	Br.	J. M. & Co.

"S. S. CHINA SEAS"

CLASS 100—A. 1., LLOYDS

WILL SAIL FOR

TRIESTE-DANZIG-HAMBURG

ON OR ABOUT ..... AUGUST 21st, 1921

PASSENGERS AND FREIGHT

For particulars apply to

THE ADMIRAL LINE, Agents.

Cor. Kingse and Nanking Rds. Tel. C. 5971, 5972 and 5973

SHANGHAI-VLADIVOSTOCK REGULAR SERVICE

The s.s. "YUNGHSIN," chart ered, will maintain a regular direct fortnightly service between Shanghai and Vladivostock and will take passengers, mails and parcels.
This steamer has extra large staterooms on the upper deck and is fitted throughout with electric light. An excellent ser vice and cuisine is guaranteed.
1st Class Accommodation for 12 Passengers. 2nd Class Accommodation for 30 Passengers.
For Freight and Passage, apply to

L. V. LANG
Agent

Tel. Con. 4702 and 3059 No. 8 French Bund.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG & HANKOW

S.S. "NGANKIN" ..... sails August 8th, midnight.
S.S. "SHENGKING" ..... sails August 9th, midnight.
S.S. "WHANGPU" ..... sails August 10th, midnight.

Steamers connect at HanKow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.

S.S. "SHUNTIEN" ..... sails August 9th, at 3 p.m.

FOR ANTUNG.

S.S. "KWEILIN" ..... sails August 9th, at daylight.

FOR HONGKONG and CANTON via SWATOW and AMOY.

S.S. "SINKIANG" ..... sails August 9th, at daylight.
S.S. "SOOCHOW" ..... sails August 11th, at daylight.
S.S. "YINGCHOW" ..... sails August 13th, at daylight.

FOR NINGPO.

S.S. "HSIN PEKING" ..... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkon g with services to the Philippines. Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Elec tric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise co mpletely equipped for the comfort and convenience of Passengers.

For further particulars regar ding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazett e" or apply to

Telephone Central No. 4881, Private Branch Exchange to all Departments

BUTTERFIELD & SWIRE, Agents, French Bund.

CPOS

CANADIAN PACIFIC OCEAN SERVICES

MONTEAGLE

Sails for Hongkong direct from Shanghai and Hongkew Wharf 7:00 a.m. Thursday, August 11. Embarkation Wednesday evening.

SAILINGS

TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Russia	Aug. 20	Aug. 27	Sept. 5
Monteagle	Aug. 27	Sept. 2	Sept. 16
Empress of Asia	Sept. 17	Sept. 24	Oct. 3
Empress or Japan	Sept. 23	Sept. 29	Oct. 11
Empress of Russia	Oct. 15	Oct. 22	Oct. 31
Monteagle	Oct. 30	Nov. 5	Nov. 19
Empress of Asia	Nov. 12	Nov. 19	Nov. 28

TO HONGKONG VIA MANILA
Emp. of Asia .. Sept. 8
Emp. of Russia Oct. 1
Emp. of Asia .. Oct. 29
Emp. of Russia Nov. 27

TO HONGKONG DIRECT
Monteagle ... Aug. 11
Emp. of Japan .. Aug. 31
Monteagle .... Oct. 17
Emp. of Japan .. Nov. 7

Dominion Express Travellers Checks Sold

Freight Department
Corner Peking and Yuen Ming Yuen Roads,
Telephone, Central 181,
Cable Address "NAUTILUS"

Passenger Department
Palace Hotel Building
19 The Bund,
Telephone, Central 183.
Cable Address "GACANPAC"

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight, To Seattle
Via Kobe, Yokohama and Victor ia, B.C.
S.S. SILVER STATE ..... AUG. 16th
S.S. KEYSTONE STATE..... SEPT 13th
S.S. WENATCHEE ..... OCT. 4th

To Hongkong and Manila
S.S. KEYSTONE STATE..... AUG. 25th
S.S. WENATCHEE ..... SEPT. 15th

FREIGHT ONLY.

For Seattle, via Japan
S.S. CITY OF SPOKANE ..... AUG. 24th

For Portland, Ore.
S.S. MONTAGUE ..... AUG. 21st

For Manila and Hongkong
S.S. CITY OF SPOKANE ..... AUG. 6th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Passenger Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE, Agent
Telegraphic Address: "ADMIRALINE"
Cor. Nanking and Kiangse Rds.
Tel. C. 5971, 5972 and 5973.

ANYWHERE ON THE PACIFIC

PACIFIC MAIL S.S.CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Ecuador ..... Aug. 13	S.S. Empire State .. Aug. 22
S.S. Empire State .. Sept. 3	S.S. Golden State .. Sept. 12
S.S. Golden State .. Oct. 1	

SHANGHAI—CALCUTTA SERVICE
FREIGHT ONLY
Calling at Hongkong, Saigon, Singapore and Penang.
S.S. CADDOPEAK ..... about Aug. 12

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. WEST CADDOA ..... about Aug. 28

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.

Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Telephone Central 5056.
Palace Hotel Building, Cable Address "SOLANO."

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE

FOR SAN FRANCISCO
S.S. "TAIYO MARU" via Nagasaki ..... Aug. 16
S.S. "SIBERIA MARU" via Dairen ..... Aug. 30
S.S. "TENYO MARU" via Nagasaki ..... Sept. 12

FOR HONGKONG
S.S. "SIBERIA MARU" direct ..... Aug. 18
S.S. "TENYO MARU" direct ..... Aug. 28
S.S. "KOREA MARU" via Manila ..... Sept. 5

Spend Your Summer Holidays in Japan

Convenient Sailings by the T.K.K. Palatial Liners at moderate rates.

For information regarding Passenger Fares, Freight Rates, etc., apply to—

S. KINNO, Acting Manager,
71 Szechuen Road, Shanghai.
Telephones: Central 3229 & 3230.

LLOYD TRIESTINO

Fast Passenger Service

Regular Sailings for TRIESTE AND ADRIATIC PORTS taking cargo on through Bill of Lading to ADRIATIC (FIUME INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.

Next sailings:—
for
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "TRIESTE" ..... end of August
S.S. "PERSIA" ..... beginning of October
(The S.S. "Trieste" besides the Single Saloon Class carries 104 3rd Class berths)
"Steamers and Dates liable to be altered or cancelled without notice."

For particulars regarding freight and passages apply to:—

LLOYD TRIESTINO S. N. CO.
Sasoon Building
(No. 23 Kiangse Road) Telephone Central No. 5095

CHINA MAIL S.S. CO., LTD.

PASSENGERS AND FREIGHT

Sailings From Shanghai
(Subject to Change)

FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NILE"	Aug. 3	Aug. 30
S.S. "CHINA"	Aug. 12	Sept. 8
S.S. "NANKING"	Sept. 22	Oct. 14

FOR HONGKONG AND SINGAPORE DIRECT

S.S. "NANKING"	Aug. 26
S.S. "NILE"	Sept. 29
S.S. "CHINA"	Oct. 10

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
Special arrangements for through shipments to Havana, Cuba.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to

F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL"
Telephones:
General Office Central 4773
Agent Central 6313

GENERAL SHIPPING NEWS

N.Y.K.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez, and Port Said:—

	Tons		
*KLEIST	18,000	Capt. S. Shibata,	Aug. 10
MISHIMA MARU	15,980	Capt. K. Okamoto,	Aug. 15

EUROPEAN LINE CARGO SERVICE

For London, North Continental Ports via Ports:—

TOTTORI MARU	15,200	Capt. S. Ito,	Aug. 16

For Marseilles, Liverpool and Glasgow via ports:—

LISBON MARU	15,000	Capt. S. Enya,	Sept. 20

FOR VICTORIA AND SEATTLE via Nagasaki, Kobe, Yokohama.

FUSHIMA MARU	21,020	Capt. R. Shimizu,	Aug. 28
KATORI MARU	19,100	Capt. T. Kusano,	Sept. 18

FOR SAN FRANCISCO, NEW YORK Via Panama

Calling at Hongkong, Keelung and Japan Ports.

LYONS MARU	15,000	Capt. S. Fujimura,	Aug. 13

FOR SOUTH AMERICA LINE (Sailing from Kobe).

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

KANAGAWA MARU	12,500	Capt. K. Shibaya,	Sept. 7

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

TAKESHIMA MARU	4,500	Capt. T. Takechi,	Aug. 10
YAWATA MARU	7,000	Capt. S. Fujimura,	Aug. 23
KASUGA MARU	7,000	Capt. H. Kishira,	Aug. 12

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

YAMASHIRO MARU	7,980	Capt. S. Kusakari,	Aug. 10
KUMANO MARU	9,500	Capt. K. Kobayashi,	Aug. 13
OMI MARU	7,000	Capt. S. Yoshimatsu,	Aug. 17
CHIKUGO MARU	5,500	Capt. S. Kishimoto,	Aug. 20

FOR KOBE DIRECT.

KITANO MARU	15,980	Capt. M. Nakamura,	Aug. 9

FOR HONGKONG.

SUWA MARU	21,000	Capt. M. Machida,	Aug. 7
KATORI MARU	19,100	Capt. T. Kusano,	Aug. 30

FOR MANILA AND HONGKONG.

FUSHIMI MARU	11,000	Capt. R. Shimidzu,	Aug. 10

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townville, Brisbane, Sydney, Melbourne:—

AKI MARU	12,500	Capt. G. Shinomiya,	Aug. 16
TANGO MARU	14,000	Capt. S. Saito,	Sept. 20
NIKKO MARU	10,000	Capt. S. Takano,	Oct. 18

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

"THE NORTH CHINA LINE"
COLUMBIA PACIFIC SHIPPING CO.
SUDDEN & CHRISTENSON
ROOSEVELT STEAMSHIP LINE (Around the World Service)

AND

Sailing From Shanghai

about

S.S. "WEST KEATS" .... Aug. 18, 1921
S.S. "WEST NIVARIA" .... Sept. 9, 1921
S.S. "VINITA" .... To follow
S.S. "WEST KADER" .... To follow

Cargo Service between

PORTLAND, OREGON

and

Shanghai, Tsingtao, Tientsin, Dairen and Japan Ports

Through Bills of Lading to New York, Baltimore, Philadelphia, Charleston and Boston in connection with Fast Inter-Coastal Liners.

Through Railway Bills of Lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:

CHINA PACIFIC CO.
C. L. SEITZ, *General Agent.*
Telephone C. 483. No. 6 Kiukiang Road, Shanghai (4th floor)

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

	Tons	Capt.	Arrive	Leave.
EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg, via Hongkong, Singapore and Colombo.				
*HIMALAYA MARU	10,000	Ezae	Aug. 7	Aug. 9
NEW YORK LINE, For San Francisco, Panama and Dairen, via Japan Ports.				
*HAVRE MARU	10,000	Shimasaki,	Aug. 18,	Aug. 20
PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Dairen, Kobe and Yokohama.				
*MANILA MARU	20,000	Somekawa,	Aug. 5	Aug. 7
FOR HONGKONG via Manila				
AFRICA MARU	20,000	Ohyama,	Aug. 9	Aug. 11
FOR NORTH CHINA PORTS, For Dairen via Tsingtao, Tientsin.				
KOHOKU MARU	5,000	T. Akazawa,	Aug. 6	Aug. 9
FOR FORMOSA, Direct				
FUKUKEN MARU	5,000	Y. Fukami,	Aug. 12	Aug. 14

Those steamers marked * have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel. Nos. Central 2215, East 208 and 212. Tel. Address: SHOSEN, Shanghai.

P. & O., British India, Apcar, E. & A. S.S. Lines
(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP
via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "MANELA" Aug. 23rd
S.S. "KASHMIR" Sept. 1st
S.S. "KHYBER" Sept. 12th
S.S. "KHIVA" Oct. 10th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA" Aug. 16th
S.S. "DILWARA" Sept. 1st

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "JAPAN" Aug. 18th
S.S. "ARRATOON APCAR" Aug. 29th

FOR SYDNEY and MELBOURNE
from HONGKONG

S.S. "ST. ALBANS" Aug. 22nd
S.S. "EASTERN" Sept. 19th
S.S. "ARAFURA" Oct. 17th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
77, Szechuen Road, Shanghai

Telephones: General: Central 169 Passage: Central 2510 Freight: Central 2069

BARBER STEAMSHIP LINES, INC.
FOR NEW YORK, AND BOSTON,
via PANAMA

S.S. BELL FLOWER .... AUG. 6th
S.S. SCHODACK .... AUG. 25th

FOR LONDON-ANTWERP-ROTTERDAM

S.S. DRYDEN .... AUG. 10th

Special Arrangements can be made for full Cargoes.

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.

Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5973 and 5975

STRUTHERS & DIXON
INCORPORATED
Pacific Representatives and Operators
Green Star Line

For Los Angeles & San Francisco—via Japan.
U.S.S.B. "WEST JENA" .... Aug. 30th

For Seattle—via Japan
U.S.S.B. "WEST ISEN" .... Aug. 29th

For New York—via Suez Canal
U.S.S.B. "LORAIN" .... Aug. 15th
U.S.S.B. "DUQUESNE" .... Sept. 20th

For information on rates, etc., apply to

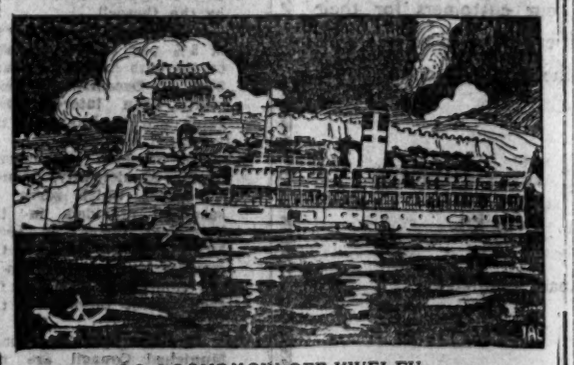
EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.
L. EVERETT, Vice President.

SHANGHAI OFFICE
7 Jinkee Road
Tel. Cent. 5017 and 5018
W. B. Lunt, Agent.

Telegrams "DIXSTRUTH"

HROUGH THE YANGTSZE GORGES

A special opportunity to make this wonderful trip is offered by the sailing of the s.s. "LOONGMOW," direct to CHUNGKING on or about August 10th. The round trip will occupy about twenty days Shanghai to Chungking and back.



S.S. LOONGMOW OFF KWEI-FU

Lieut.-Commander S. Hall, R. N. R. (Captain)

The "LOONGMOW" is the favourite steamer on this run and is superbly fitted with every modern convenience for passengers—single and double—berth state-rooms all fitted with bedsteads (no upper berths), electric light and fans throughout.

A most excellent service and cuisine is provided.

For plans and further particulars apply to the Owners, Messrs. Mackenzie and Co., Ltd., 7-A Canton Road, or to the Agents, Messrs. Butterfield and Swire, and Messrs. Thos. Cook and Sons.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
B.N.B.	July 21	Bee	Br. gun-boat
U.S.N.B.	July 23	Magnolia	Br. gun-boat
O.D.	July 21	Wilmington	Am. gun-boat
2. C.	July 27	Uji	Jap. G.B.
U.S.N.B	Aug. 2	Woodcock	Br. gun-boat

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug. 8	4.00	San Francisco	†Nile	Br.	China Mail
Aug. 8	—	New York v. Suez	Esther Dollar	Br.	Dollar Co.
Aug. 12	—	Seattle, ports	Cross Keys	Am.	A. Line
Aug. 12	—	San Francisco	†China	Am.	China Mail
Aug. 13	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co.
Aug. 13	—	New York via P'ma	Lyons Maru	Jap.	N. Y. K.
Aug. 15	—	New York via Suez	Lorain	Am.	S. & Dix
Aug. 16	—	Seattle	†Silver State	Am.	[illegible]
Aug. 16	—	San Francisco	†Taiyo M.	Jap.	T. K. K.
Aug. 18	—	Portland, Ore.	West Keats	Am.	Ch. P. Co.
Aug. 20	—	Vancouver	†E. of Russia	Am.	[illegible]
Aug. 20	—	New York, ports	Havre Maru	Jap.	O. S. K.
Aug. 23	—	New York via Suez	K. Templar	Br.	B. & S.
Aug. 23	—	New York via Suez	Alreus	Br.	B. & S.
Aug. 24	—	Portland, Ore.	Montague	Am.	Adl. Line
Aug. 24	—	Seattle, ports	C. of Spokane	Am.	Adl. Line
Aug. 25	—	New York via P'ma	Schodack	Am.	Adl. Line
Aug. 25	—	Los Angeles, ports	West Jena	Am.	S. & Dix
Aug. 27	—	Vancouver	†Monteagle	Br.	C.P.O.S.
Aug. 28	—	Seattle, ports	†Fushimi Maru	Jap.	N. Y. K.
Aug. 30	—	San Francisco	†Siberia Maru	Jap.	T. K. K.
Sep. 12	—	San Francisco	†Tenyo Maru	Jap.	T. K. K.
Sep. 13	—	Seattle	†Keystone State	Am.	Adl. Line
Sep. 17	—	Vancouver	†E. of Asia	Br.	C. P. O. S.
Sep. 19	—	Portland, Ore.	West Nivaria	Am.	Ch. P. Co.
Sep. 22	—	San Francisco	†Nanking	Am.	China Mail
Sep. 23	—	Vancouver	†E. of Japan	Br.	C. P. O. S.
Oct. 1	—	San Francisco	†Golden State	Am.	P.M.S.S. Co.
Oct. 4	—	Seattle	†Wenatchee	Am.	A. Line
Oct. 15	—	Vancouver	†E. of Russia	Br.	C. P. O. S.
Oct. 30	—	Vancouver	†Monteagle	Br.	C. P. O. S.

FOR JAPAN PORTS

Aug. 8	2.00	Kobe	Yatshing	Br.	J. M. & Co.
Aug. 8	—	Kobe	Kitano Maru	Jap.	N. Y. K.
Aug. 9	2.30	Nagasaki	Yungshin	Chi.	L.V. Lang
Aug. 10	—	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Aug. 12	—	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
Aug. 13	—	Moji, Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Aug. 17	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Aug. 19	5.00*	N'saki, K., Y'hama	Takeshima M.	Jap.	N. Y. K.
Aug. 20	5.00*	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.
Aug. 23	6.00*	N'saki, K., Y'hama	Yawata Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Aug. 8	2.00	Calcutta, ports	Yatshing	Br.	J. M. & Co.
Aug. 9	—	Hamburg, ports	Himalaya Maru	Jap.	O.S.K.
Aug. 10	—	London, ports	Kleist	Jap.	N. Y. K.
Aug. 10	—	Rotterdam, ports	Dryden	Am.	Adl. Line
Aug. 11	—	Antwerp, ports	Teiresias	Br.	B. & S.
Aug. 12	—	Calcutta, ports	Caddopeak	Am.	P.M.S.S. Co.
Aug. 13	9.00*	Marseilles, ports	†Porthos	Fr.	M. M. Cie
Aug. 15	—	Liverpool, ports	Cyclops	Br.	M. M. & Co
Aug. 15	—	London, ports	Mishima Maru	Jap.	N. Y. K.
Aug. 16	—	Bombay, ports	†Dunera	Br.	G.L.E.A.
Aug. 21	—	London, ports	†Manela	Br.	M. M. & Co
Aug. 21	—	Hamburg, ports.	China Seas	Am.	A. Line
Aug. 26	—	Singapore	Nanking	Am.	China Mail
Aug. 28	—	Marseilles, ports	West Caddoa	Am.	P.M.S.S. Co.
Aug. 29	—	London, ports	†Kashmir	Br.	M. M. & Co
Aug. 30	—	Trieste, ports	Trieste	Ital.	L.T.S.N. Co.
Aug. 30	—	London, ports	Glenade	Br.	G. L. E.
Sep. 1	—	Bombay, ports	†Dilwara	Br.	M. M. & Co
Sep. 1	—	Hamburg, ports	Keemun	Br.	B. & S.
Sept. 1	—	Hamburg, ports	Tjisondari	Dut.	H. C. T. Co
Sep. 2	—	Liverpool, ports	Ascanius	Br.	B. & S.
Sep. 3	—	London, ports	Glenamoy	Br.	B. & S.
Sep. 3	—	Liverpool, ports	Ningchow	Br.	B. & S.
Sep. 12	—	London, ports	†Khyber	Br.	M. M. & Co
Sep. 15	—	Antwerp, ports	Glaucus	Br.	B. & S.
Sep. 16	—	Rotterdam, ports	Tjisondari	Dut.	H. C. T. Co
Sep. 16	—	Liverpool, ports	Theseus	Br.	B. & S.
Sep. 20	—	Liverpool, ports	Lisbon Maru	Jap.	N. Y. K.
Sep. 22	—	Hamburg, ports	Glentara	Br.	G.L.E.A.
Sep. 23	—	Hamburg, ports	Elpenor	Br.	B. & S.
Sep. 28	—	Liverpool, ports	Eumaeus	Br.	B. & S.
Oct. 6	—	Antwerp, ports	Pyrrhus	Br.	B. & S.
Oct. 14	—	Hamburg, ports	Alderamin	Dut.	H. C. T. Co
Nov. 2	—	Rotterdam, ports	Boeroe	Dut.	H. C. T. Co

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE
REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR VANCOUVER

S.S. "Bessie Dollar" Sept./Oct.

SAILING FOR NEW YORK

S.S. "Bessie Dollar" via Panama Sept./Oct.
S.S. "Esther Dollar" via Suez Aug. 8th
S.S. "Grace Dollar" via Suez Sept./Oct.

SAILINGS FOR HONGKONG, MANILA, SINGAPORE AND CALCUTTA

S.S. "Esther Dollar" Aug. 8th

Through Bills of Lading issued to Points Beyond.
Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.
For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
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BRITISH FIRM—ESTABLISHED 1885
Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.
GOODS DELIVERED TO ALL PARTS OF THE WORLD
Telephone Central 204 9 Kwa Road, Shanghai.

FOR SOUTHERN PORTS

Aug. 7	D.L.	A. H'kong, C'ton	Shantung	Br.	B. & S.
Aug. 8	5.00	Ningpo	Hsin Pasing	Br.	B. & S.
Aug. 8	4:30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Aug. 8	6.00	Foochow	Ningshin	Chi.	S.P.S.N. Co.
Aug. 9	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug. 9	D.L.	S. H'kong, C'ton	Sinkiang	Br.	B. & S.
Aug. 9	D.L.	S. H'kong, C'ton	Hopsang	Br.	J. M. & Co.
Aug. 10	—	Manila, Hongkong	Fushimi Maru	Jap.	N. Y. K.
Aug. 11	7.00*	Hongkong	Montegle	Br.	C. P. O. S.
Aug. 11	—	Hongkong	Africa Maru	Jap.	O.S.K.
Aug. 11	D.L.	A. H'kong, C'ton	Soochow	Br.	B. & S.
Aug. 13	D.L.	S. H'kong, C'ton	Yingchow	Br.	B. & S.
Aug. 14	—	Keelung, ports	Fukuken M.	Jap.	O. S. K.
Aug. 18	—	Hongkong	Siberia Maru	Jap.	T. K. K.
Aug. 22	—	Manila, Hongkong	Empire State	Am.	P.M.S.S. Co.
Aug. 25	—	Hongkong, Manila	Keystone State	Am.	Adl. Line
Aug. 26	—	Hongkong	Nanking	Am.	China Mail
Aug. 28	—	Hongkong	Tenyo Maru	Jap.	T. K. K.
Aug. 30	—	Hongkong	Katori Maru	Jap.	N. Y. K.
Aug. 31	—	Hongkong	E. of Japan	Br.	C.P.O.S.
Sep. 12	—	Manila & Hongkong	Golden State	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Aug. 7	3.00	W. C'foo, T'tsin	Kingsing	Br.	J. M. & Co.
Aug. 9	—	Newchwang	Toonan	Chi.	C.M.S.N. Co.
Aug. 9	2.30	Vladivostok	Yungshin	Chi.	L. V. Lang
Aug. 9	D.L.	Antung	Kweilin	Br.	B. & S.
Aug. 9	—	Tientsin, ports	Kohoku Maru	Jap.	O. S. K.
Aug. 9	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Aug. 9	D.L.	Tsingtao	Choysang	Br.	J. M. & Co.
Aug. 9	—	Chefoo, Tientsin	Heinfung	Chi.	C.M.S.N. Co.

FOR RIVER PORTS

Aug. 7	D.L.	Pukow	Yusang	Br.	J. M. & Co.
Aug. 7	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Aug. 8	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Aug. 8	M.N.	Hankow, etc.	Nganshin	Br.	B. & S.
Aug. 9	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Aug. 9	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Aug. 9	M.N.	Hankow, etc.	Changon	Chi.	S.P.S.N. Co.
Aug. 10	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Aug. 10	M.N.	Hankow, etc.	Whangpu	Br.	B. & S.
Aug. 11	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Aug. 11	M.N.	Hankow, etc.	Woosang	Br.	J. M. & Co.
Aug. 11	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Aug. 12	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Aug. 12	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Aug. 13	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Aug. 14	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Aug. 15	M.N.	Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Aug. 15	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Aug. 15	M.N.	Hankow, etc.	Poyang	Br.	B. & S.

* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT
† CARRYING MAIL.

Information For Mariners

SUNDAY, AUGUST 7, 1921

High Water at Woosung Bar

(The night tides are higher than the day tides, they are about equal at 2 and 3 o'clock).

Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
2h. 23m.	11ft. 1in.	2h. 44m.	9ft. 10in.

Hight Water at Tungsha Lightship

(The night tides are higher than the day tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
1	18	1	41

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
8.45 a.m.	9.7 p.m.	5h. 20in.	6h. 51m.	4h. 35m.	7h. 36m.

Mean Barometric Pressure at Shanghai.
For August 29.71 in
754.9 mm.

Launch Services

TODAY

The tender conveying passengers on board the N.Y.K. s.s. Suwa Maru will leave the Customs jetty at 8:30 a.m.

Tuesday, August 9, 1921

The tender conveying passengers on board the L.V. Lang s.s. Yungshin will leave the Customs jetty at 2:30 p.m.

The tender conveying passengers on board the N.Y.K. s.s. Kleist will leave the Customs jetty at 5 p.m.

Saturday, August 13, 1921

The tender Whangpoo conveying passengers and hand baggage only on board the M.M. s.s. Porthos will leave the M.M. jetty (French Bund) at 9 a.m.

Wednesday, August 17, 1921

The tender conveying passengers and baggage on board the S.M.R. s.s. Chohei Maru will leave the Customs jetty at 8 a.m.

Siccawei Weather Reports

5.—The anticyclone continues to increase and to Spread westwards; the typhoon in consequence inclines still to W.N.W. and tends to pass between Luzon and Formosa, threatening the China Sea and the coast of Kwangtung. Hard cyclonic winds at the Meiaco Simas and in N. Luzon. Fine day in China and at Formosa; overcast at the Philippines; rainy at Guam.

6.—Rather fresh summer monsoon during the night. The pressure continues to rise. Weather cloudy but fine.

Through the World-Famous
YANGTSZE GORGES

THE ROBERT DOLLAR CO.
IS OPERATING THE FAST FREIGHT AND PASSENGER STEAMERS

"ALICE DOLLAR"
AND
"ROBERT DOLLAR II"

Between Ichang and Chungking, through the Wonderful Yangtze Gorges.

The s.s. "ALICE DOLLAR" is a new vessel just completed and the s.s. "ROBERT DOLLAR II" has been practically rebuilt. Both of these fine steamers are fast and no expense has been spared in fitting them with all modern comforts and conveniences, including large state rooms, electric lights, fans, refrigerator plants, excellent cuisine, etc.

Passenger tickets may be booked.

At the offices of

THE ROBERT DOLLAR CO.
1 Canton Road, SHANGHAI. HANKOW.
and
THOS. COOK & SON
SHANGHAI.

TYRE SERVICE THAT IS SERVICE
Miles of smiles—if you have your Tyres repaired and serviced at
H. S. HONIGSBERG & CO. INC.
P. GIOVANNINI TYRE DEPT

The China Press
大陸報

TYRES REPAIRED at No. 9 Hongkong Road are repaired most satisfactorily
The Central Garage Co.

SHANGHAI, SUNDAY, AUGUST 7, 1921

Business and Official Notices

Cable "MOORE" Shanghai ESTABLISHED 1874 Codes A1, ABC 5th Ed. & Bentley's

L. MOORE & Co.
LIMITED

45 Kiangse Road Shanghai
Auctioneers, Valuers, Land Brokers

Phone { Fire Loss Adjusting Dept. C. 6123 / Auction Dept. C. 153

AUCTION INDEX

Wednesday, August 10th.—Goods Auctions at 2.30 p.m.

Thursday, August 11th.—Furniture and clothing at 10 a.m.

Saturday, August 13th.—Superior Furniture and Sundries in front Salesroom at 10 a.m.

Ask for
SANDY MAC
SPECIAL LIQUEUR
Scotch Whisky

Auction of Sundry Cargo.

NOEL, MURRAY & CO.,
LIMITED
Will sell at Salesroom
On MONDAY, 8th August, 1921
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
Water Proof Cloth, Cream Serge, "Solaro" Cloth, Ceylon Shirting, Taffeta, Coloured Italians, Panama Hats, Straw Hats, Honey Dew Tobacco Flavour, Jacobus Dye, etc.
also
4,076 Feet Black Piping ¾", 500 Feet Black Piping 1", 1 Roll 12" Single Leather Belting 224½ Feet, 8 Cases "World Brand" Ready Mixed Paint (Lemon, Yellow, Light Green, Vermillion, Red and Light Blue).
21 Rolls Sanded and Asbestos Roofing, 2 Ply
15 Rolls Smooth Roofing, 3 Ply
20 Kegs "Calpaco" White Lead Paste.
200 Dozen New Towels
20 Cases Pineapples
40 Cases "No. 8 Brand" Laundry Soap
40 Dozen Handkerchiefs
364 Boxes Cigars
2 Cases Trimming
7 Rolls Wire Cloth
On View on Morning of Sale, 4th August, 1921.

Noel, Murray & Co., Ltd.

Favoured with instructions from the Concerned, will sell at the Premises.
No. 139 RANGE ROAD,
On Wednesday, 10th Aug., 1921, Commencing at 10 a.m. all the Substantial, Household Furniture and Effects, Contained therein.
Hall, Drawing Room, Dining Room, Bed and Bath Room Requisites.
Including:—Mirror-back Hat and Umbrella Stand, Tapestry Covered Drawing Room Suite, Oak-stained Teapoys, Jardiniere Stands, Brass Fenders, Fire Brasses, Japanese Fire Screens, Double-spring Sofas, Vienna Bentwood Rocking Chairs, Mirror-back Sideboard and Cellarette, Extension Dining Table, Cane-seated Dining Chairs, Oakwood Ice Chest, Round Tables, Double Spring Couch and Easy Chairs, Ashwood Bedroom Suites with Mirrors, Brass-mounted Iron and Wooden Bedsteads with Bedding, Linen Cupboards, Serge Curtains, Coloured Pictures, Clocks, Ornaments, E.-P., Glass and Crockery Ware, etc., etc. On View on Tuesday, the 9th inst. Catalogues on the premises. 6th August, 1921.

NOEL, MURRAY & CO.,
LIMITED
Special Wine Auction.
Will sell by Public Auction at Salesroom.
On Thursday, 11th Aug., 1921, Commencing at 10 a.m.
A Large Quantity of
"Grand Prix" Champagne (Qts. and Pts.) "Clapot Fils" Sparkling Extra Dry, Selected Wine, Very Choice Old Madeira, "C and Fils" Sauterne, Jamaica Rum, "R. Savart" Cognac, "B. Dubonnet and Labussieu" Wine, "D. D. P." Old Port, Liqueur Anisette (Qts. and Pts), Old Duke Port, Anderson's Old Tom Gin, Curacao, "Golden State" Lemon Juice, "Royal" Anne Cherries, "E.G. Lyons and RAAS Co." Blackberry, Apricot and Peach Cordial, "A. Magnier & Co." Cognac, "Castle Crown" Whisky, "Paul Dubois et Fils" Champagne, "V. Montreau" Champagne, Strauss Freres and Soeurs Epernay, Fine Fruity Port, Dutch Gin, Cherry Brandy, Cherry Wine, Superior Claret, Negress Rum, etc.
On View on Wed'day 10th inst.

W. Funder & Co.

Auctioneers, Valuers, Land Brokers and Appraisers having received instructions from Dr. FLAMENC
will sell by Public Auction at No. 3D Peking Rd. (3rd floor)
On Monday, 8th August, 1921
at 10 a.m.
HOUSEHOLD FURNITURE AND EFFECTS
comprising:
Hall.—Mirror-back hat and umbrella stand, plush covered hall seats, rattan couch, chairs, flower stands, vases, pictures, etc.
Drawing Room.—Tapestry-covered Chesterfield couch and easy chairs, arm chairs, center table, long blackwood table, writing desk, curio cabinet, blackwood flower stand, bronze and porcelain vases, curios, lace curtains, pictures, etc.
Dining Room. — Teakwood mahogany-stained dining room suite with bevelled edge mirrors (almost new), center table, Chesterfield couch and easy chairs, flower stands, gold-bordered dinner service, tea-set, crockery, E.P., and glassware, etc.
Bedroom.—White enamelled iron bedstead, white enamel painted wardrobe, chest of drawers, dressing table, chairs, tapestry covered sofa, etc.
Pantry.—Ice chest, filter, etc.
Kitchen.—As usual.
also
1 Electric gramophonee.
1 20-bore sporting gun.
On View Sunday
Next house auction at 176 Bubbling Well Road on 12th inst.

L. C. Smih & Brost.

TYPEWRITER
No. 8
SILENT MODEL

Ball Bearing, Long Wearing, Silent Running.
Equipped with all up-to-date improvements
Built for service and efficiency and of finest workmanship and construction, it is the most perfect typewriter ever offered in China.

Geddes & Co., Ltd.

Agents,
5 Peking Road, Shanghai,
Tel. C. 346.

BIRTH

NOBLE: On August 6, 1921, at 50 Dent Road Extension, to Mr. and Mrs. J. Noble, a son.
40246

LOST

DELIVERY ORDER for 110 packages Canned Green Peas issued by Butterfield and Swire marked
A. T. C.
R. Z. S.
SHANGHAI No. 456-565 per s.s. "AJAX" (Bill of Lading No. 397) has been lost and is hereby declared null and void.
THE BANK OF CANTON, Ltd.
40232

Hankow and Ports

The Hoong On S.S. Co.'s Steamer Chang-On, Capt. Warild, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 9th August, at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, 47-49 Avenue Edward VII. Telephones: Freight 1520; Passage 3283.
40245

Yuan Feng Coal Company

We are Agent of Cheng Feng Coal Mining Company and Kuang Mou Coal Mining Company for their bituminous coal of Tsingching District, Shansi Province. This coal is noted for its good quality, most suitable for Engines and Burning Charcoal, etc. Price is very cheap. Send your order to our company at Foh Chong Li, 22 Pao Tai Road, Small East Gate, Shanghai.
40213

Captains and Engineers

Please try our coal for your Bunkers
Special Arrangement for Trial or Test Purposes
Dah Doong .... Lin Chen
Tsechow ..... Shantung
Mine Representative:
The Yu Foong Coal Supply Co.
198Q Fokien Road.
40136

WARNING

Premiums are payable to the registered offices of the Society or to their collectors.
Any subscriber who is unable for any cause whatsoever to pay the collector the amount of his premium due to date, must remit the said amount to the registered offices of the Society before noon on the day preceding the drawing, under penalty in case of failure to do so, to forfeit all his rights to the result of the drawing.
International Savings Society
7 Avenue Edouard VII,
SHANGHAI.

Business and Official Notices are Continued on Page 14 and 15

MONROE
Calculating Machine

Not only Adds, but Multiplies, Divides and Subtracts as easily as other machines Add.
The Greatest saver of time, money, mistakes and energy on all kinds of figure work in any office or factory.
THE OFFICE APPLIANCE CO.
22 Nanking Road.
Phone C. 4778

ATTENTION! MOTOR BOAT OWNERS

Stewart
WARNING SIGNAL
For any call purpose under the sun, where tremendous volume of sound, far-carrying qualities and absolute certainty of operation are essential.
The Shanghai Horse Bazaar & Motor Co., Ltd.

The Universal Postcard & Picture Co.
"Edition Kingshill"
REMOVED TO
123 Szechuen Road,
Phone Central 5099.
40159

JUST ARRIVED
READ'S LIGHT LAGER
Bottled in Holland
THE CHINA TRADING CO.
Tel. C. 914. 8 Ezra Road.
40171

NOTICE.

WE respectfully beg to inform our customers that as from this day our foremen, T. K. Chang (known to our customers as "the lame man") and J. C. Law are no longer in our employ.

In their place we have now engaged very competent engineers, Messrs. Yang Tong and M. T. Ching, who will call on our customers for their orders in future. All work entrusted to us will have our best attention and the most reasonable rates will be charged.

Kien Cheong Engineering and Iron Works.

142 Tsepoo Road, Shanghai.

40175

NOTICE

We beg to inform the public that Messrs. T. K. Chang ("the lame man") and J. C. Law, both were formerly Engineers of Kien Cheong Engineering and Iron Works, are no longer connected with the above firm, and have, from this day, taken charge of our business. We shall be pleased to receive orders from the old customers and assure the public that all orders will be executed promptly and at reasonable rates.

Chang & Law Engineering Works.
CB-798 East Yalu Road.
40247

Business and Official Notices

HAIRNETS HAIRNETS
Large quantities, spot goods, for sale at bargain prices.
Can also quote from our factory for future delivery.
ASIA FACTORS COMPANY
(Proprietors: Ironclad Hairnet Factory, Tsinanfu).
No. 1 Soochow Road,
Telephone Central 3272.
39899

NOTICE

Mr. G. Mancini has been appointed Managing Director of the L'Epargne Franco-Chinoise, of which the Head Office is in Tientsin.
40083

NOTICE

American Bureau of Shipping
(American Lloyd's)

Mr. W. D. Murphy has been appointed Engineer Surveyor as from August 1, 1921, to the above Classification Society.

W. I. EISLER,
Agent & Surveyor.
40105

FRESH MILK
delivery twice daily
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
39 Avenue Dubail
Tel. C. 2178
39911

Conseil D'Administration Municipale De La Concession Francaise de Changhai

MUNICIPAL LOAN OF 1921
(20,000 debentures of Tls. 100 each).
Rate of interest 8% per annum

The "Conseil d'Administration Municipale de la Concession Francaise de Changhai" hereby invite subscriptions for 20,000 debentures of Tls. 100 each, according to the resolution passed at their General Meeting on May 30, 1921.
The conditions on which the Debenture Certificates will be issued are:—
1°—The Debenture Certificates are transferable, and the person whose name is entered in the Register of Debenture Certificate or Certificates, shall alone be recognised and treated by the Council as the lawful and rightful holder and owner of such Debenture Certificate or Certificates.
2°—The loan will be redeemable at par (Tls. 100) in not less than 10 years and not more than 30 years, from 1st July, 1931 and according to the figures determinated by the Council.
3°—The loan will bear interest at 8% per annum, payable on the 30th day of June and 31st of December in each year, when interest warrants will be issued to the registered owners.
4°—The property and income of the Municipality, deducting those which serve as security provided in the Municipal Loans of 1903, 1911, 1914 and 1916 are the security for the repayment of the money advanced and for the interest thereon in the present loan.
The Members of the French Municipal Council are not personally liable in any way for the payment of either principal or interests.
5°—Applications for debentures will be received at the Secretary's Office, Rue du Consulat.
A cheque representing the amount of debentures asked for must be deposited at the same time.
6°—Applications for Debentures under par will not be recognised by the Council
7°—For further informations, apply to Mr. P. LEGENDRE, Secretary, French Municipal Council.
Shanghai, 1st July, 1921.
P. LEGENDRE,
Secretary.
40063

NOTICE

Unclaimed Cargo Lying In The Shanghai and Hongkew Wharf Co., Ltd., Godown, Hongkew

The following cargo if not claimed on or before the 8th August, 1921, and all storage and other charges paid, will be sold by Public auction:

A 1 '48 G
4 Cases (balance of 5 cases) Straw Hats ex P. & O. s.s. "NILE" 9th April, 1913, B/L No. 315.
HOPKINS, DUNN & CO., LTD.
Auctioneers.
Shanghai, 22nd July, 1921.
39817

JUST ARRIVED
New Season
TEA
Wholesale and Retail Merchant
Best China Tea Black, Green and Brick
1 lb. Price: No. 1 $1. No. 2 $0.80 No. 3 $0.50, Ceylon tea $0.60. Any quantity if required We oblige you by packing and forwarding by post anywhere. Moderate charges.
TONG SUN WO,
Y. 223 N. Szechuen Rd., Shanghai
38309

Foo Wai Hospital
Dr. S. W. Chan, M.D.
Specialist in the treatment of venereal diseases and piles.
Piles can be cured within ten days without operation and pain (after one treatment) by using the English new method of injection.
Consulting hours (daily) 7.30 to 9.00 a.m. and 5.00 to 7.00 p.m.
P471 Nanking Road. Tel. C. 5719
38044

FOR SALE
FIVE STAR BRAND LAGER BEER
is the best beverage you can get in China. Great confidence has been received far and wide. Such goods are obtainable from any foreign wine store. Ching Mow & Co. is the sole agent of Shanghai Located 57 9 Rue du Consulate. Sonhoshin Brewery, Peking.
39934 A. 13

NOTICE

CHANGE OF TELEPHONE NUMBER:
During office hours, C. 2029, 2030
After office hours, West 1907
Compradore's residence, West 2308
G. N. MARSHALL & CO., LTD.,
11 Ningpo Road.
40127

The Glen Line, Limited
New Building
CORNER OF THE BUND AND PEKING ROAD
The above building will be ready for occupation on or about the 1st of January, 1922. A portion of the Ground Floor, facing Peking Road, with an area of 7,000 superficial feet with Private Entrance, and Strong Room, is especially suitable for a Bank, Shipping or Insurance Office. A limited amount of office accommodation is available on the other floors.
For full particulars apply to
THE GLEN LINE EASTERN AGENCIES, LD.,
No. 10 Canton Road,
or ALGAR & CO., LD.,
No. 11 Yuen Ming Yuen Road.
39568

Dr. JAMES YUK'NG
Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.)
Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily, or by appointment
Tel. C. 2127.

DR. F. FRANEK, M.D.
Specialist in Urinary Skin and Internal Diseases
(Latest European methods of treatment)
21, Nanking Road
Consulting hours 11-1, 4-6
39534

FIRE INSURANCE

at
Lowest Current Rates
China and Java Export Company, Shanghai
Tientsin and Hankow
Tientsin & Hankow.
Agents:
CONTINENTAL INSURANCE CO.
40134

Whangpoo Conservancy Board

Notification No. 108.

Tenders are hereby invited for the following steel vessels:—
"A" One Steel Pontoon for "EE" type Priestman Grab dredging machine.
"B" One Single Screw Steel Tow Boat about 80-90. ft long and developing about 250 horse-power.
"C" Two "Universal" Steel Non propelling Mud Barges each having a hopper capacity of 325 cubic yards.
Specifications for each of the above items can be obtained at the Board's office (Dredging Department), 6 Kiukiang Road. Each item should be tendered for separately; and the order for "A," "B" and "C" will be placed independently of each other.
Sealed tenders for any or all of the vessels addressed to the Whangpoo Conservancy Board, Shanghai, and marked Tenders Notification No. 108 must be delivered at the Board's office before noon on the 31st August 1921.
The Board do not bind themselves to accept the lowest or any tender.
H. VON HEIDENSTAM,
ENGINEER-IN-CHIEF.
Shanghai, August 1st, 1921.
40082

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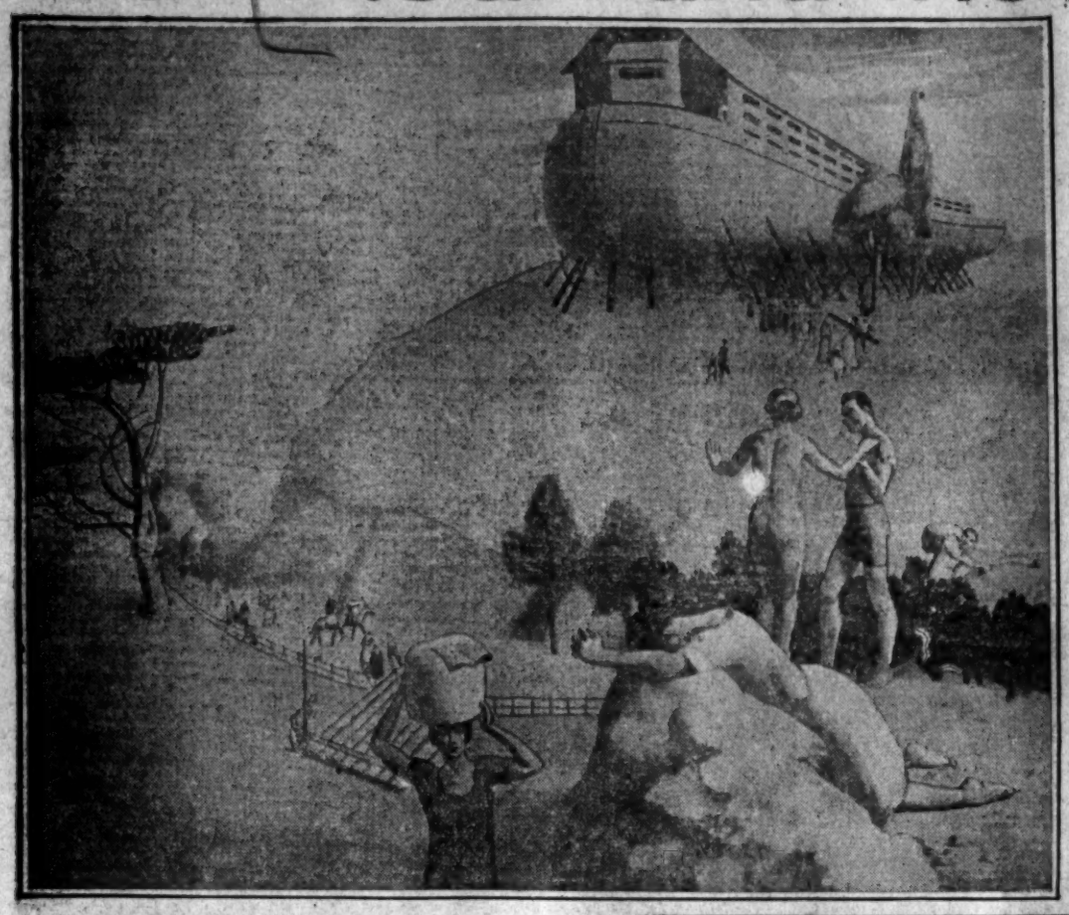
Old Noah and the Animals in the Ark



Ready and Waiting for the Floods to Come.

Noah and His Family and the Animals in the Ark.

NOAH'S ARK.

Old Noah he built himself an ark,
There's one wide river to cross!
He built it all of hickory bark,
There's one wide river to cross!

CHORUS:

There's one wide river, and that wide river is Jordan,
There's one wide river,
There's one wide river to cross.

The animals went in one by one,
And Japhet with a big bass drum.

The animals went in two by two,
The elephant and the kangaroo.

The animals went in three by three,
The hippopotamus and the bumblebee.

The animals went in fives by fives,
Shem, Ham and Japhet and their wives.

The animals went in seven by seven—
Said the flea to the elephant, "Who are you shovin'?"

And when he found he had no sail,
He just ran up his old coat tail.

And as they talked on this and that,
The ark it bumped on Ararat.

PROBABLY nothing in the Old Testament appeals so strongly to the imagination as the Biblical narrative of Noah and his ark. The story of the Deluge never fails to hold the attention of the youngest Sunday school scholar, and the mental picture of old Noah constructing the ark, gathering his family together, and finally selecting two animals of all the living species and making room for them in his great houseboat, never fades from the human mind.

It was a great opportunity when the British School of Artists at Rome, in their exhibition in the academy galleries, offered a prize for the best painting on the subject of the Deluge.

Four of the best pictures in the competition are printed on this page to-day, together with the well-known painting called "The Great Flood," by the artist Poussin, which much more vividly portrays the sombre terror of the scene when the heavens opened and the rains descended and the flood spread over the surface of the earth, and all living creatures, except God's chosen few, were swept into eternity. None of the young artists who competed for the prize undertook to depict the agony of the situation, but confined themselves to more or less conventional conceptions.

According to the Biblical narrative, as given in Chapters vi. and vii. of Genesis, God directed Noah to collect two of every sort of living things and to bring them into the ark. Of fowl after their kind and of every creeping thing on the earth after its kind Noah must secure two, male and female, and keep them alive during his journey in the ark. But there was some discrimination in favor of certain animals, as follows:

"Of every clean beast thou shalt take to thee by sevens, the male and his female; and of the beasts that are not clean by two, the male and his female. Of fowls, also, of the air by sevens, the male and the female, to keep seed alive upon the face of all the earth."

According to the Scriptural story, Noah and his family and the great collection of animals tossed about upon the troubled waters until at the end of forty days Noah opened the window of the ark and sent forth a raven, which went to and fro. A little later Noah sent out a dove, and when the dove did not return he knew that the bird had found a resting place somewhere and that it was time to seek a landing.

The Bible story tells, with considerable circumstantiality, that the ark was to be made of gopher wood, and that Noah was directed to build rooms in the vessel and "pitch it within and without with pitch." As to the exact dimensions we have this:

"And this is the fashion which thou shalt make it of: The length of the ark shall be three hundred cubits, the breadth of it fifty cubits, and the height of it thirty cubits. A window shalt thou make to the ark, and in a cubit shalt thou finish it above. And the door of the ark shalt thou set in the side thereof; with lower, second and third stories shalt thou make it."

As the cubit was about twenty-one inches in length, the actual size of the ark would be about 525 feet in length, about 88 feet in breadth, and about 53 feet in height. But artists are not bound by rules of arithmetic or the exact phrases of Bible statements. The young competitors for the Deluge prize used their imagination, with the results shown elsewhere on this page. Nor do poets confine themselves strictly to established facts, as will be noted by the wide liberties taken by the author of the well-known amusing song on Noah and his passengers printed at the head of this article.

Noah's Family Hurrying to the Ark as the Floods Rise.

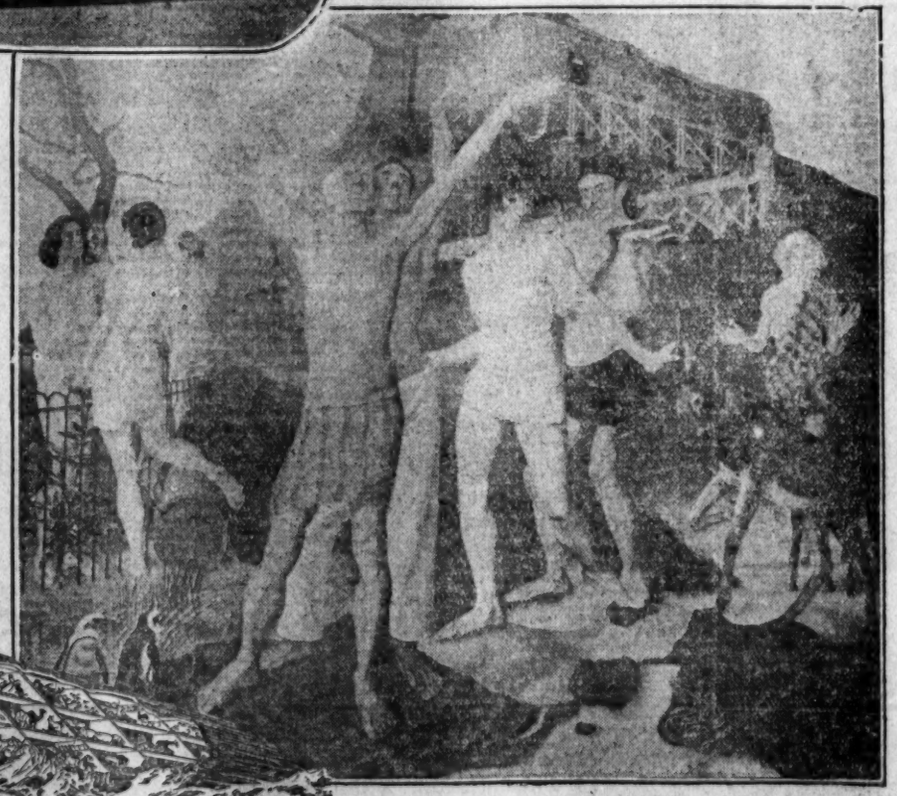
"And the Lord said unto Noah, Come thou and all thy house into the ark; for thee have I seen the righteous before me in this generation.

"And it came to pass after seven days, that the waters of the flood were upon the earth.

"And the flood was forty days upon the earth; and the waters increased, and bare up the ark, and it was lifted up above the earth."

—Genesis vii.

"The Great Flood," by the Artist Poussin.



Thanksgiving After Confinement in the Ark.

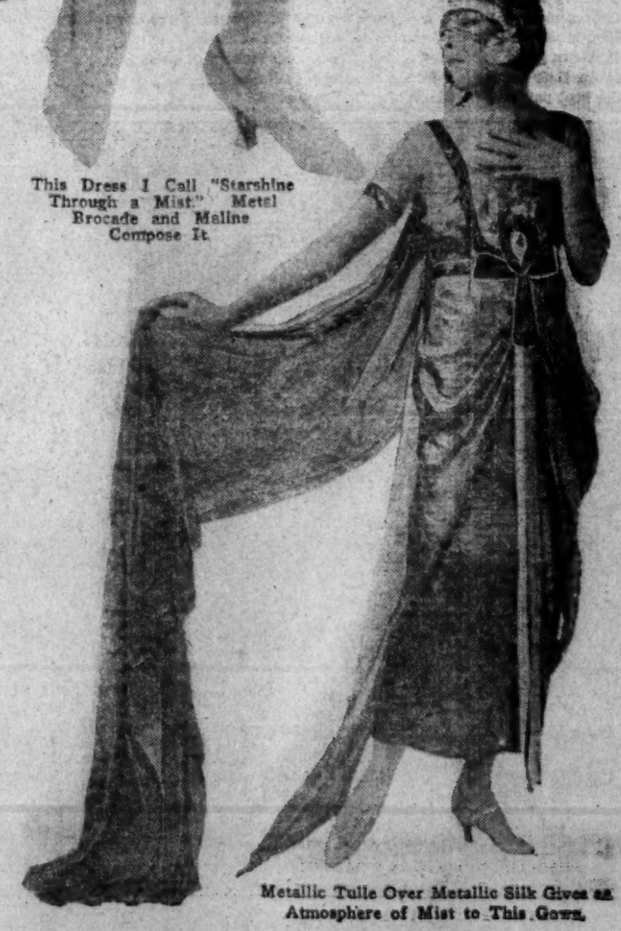
A Scientific Reconstruction of Noah's Ark.

Mist Gowns ~ by Lady Duff Gordon

A Graceful Headdress of Egyptian Origin. It Has the Same Elusive Quality as the Robe With Which It Is Worn.

This Dress I Call "Starshine Through a Mist." Metal Brocade and Maline Compose It.

The Robe Inscrutable. In One Dark Tone It is Mysterious as the Night.



Metallic Tulle Over Metallic Silk Gives an Atmosphere of Mist to This Gown.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at No. 19 East Fifty-fourth street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

MANY are the sources of inspiration for the clothes I have created. I have strolled in my English garden and found much to inspire me. I have sat at my window and studied the grays and pinks, the blues and rose color of the dawn, and have been pervaded with a new sense of color combinations.

Twilight, too, has afforded me gentler, softer color schemes. We are assured that there are "sermons in stones." Every beautiful phase of nature furnishes sermons on clothes. Even out of the enswathing mists have come to me hints of colors, suggestions of lines, the beauty of the vague, the allure of the inscrutable.

On this page to-day you see proof of the beauty that inheres even in the mist that resembles the rain, according to your own Longfellow. I show you a dress of metal brocade, draped in loosely drawn folds at the waist. Heavy galloon lace edges the corsage on one side and is repeated in long ends at the side of the skirt in front. This trimming ends in long, broad, flat tassels. A scarf cape of maline embroidered in metal thread leads from the right shoulder and falls as a train at the back.

The small lower right-hand figure is the means of displaying an evening gown of misty atmosphere. Over the narrow slip metallic tulle of contrasting color falls, as mist gathers in the early evening—vaguely, veil-like, hiding yet hinting at the outline of the foundation robe. The high belt, the sleeve edges, the shoulder straps and corsage ornaments are all of brocade satin. The mist-like tulle is drawn into a fulness at front near the waist. The veil, also of metallic tulle, is draped about the head, droops over the eyes and falls in sweeping folds in a long, wide train, edged with metal ball fringe. From the belt in front hang two long metal ribbons. Metallic ribbon borders the veil in a narrow band. The impression of elusiveness which this gown makes is deepened by the Egyptian motifs of the ribbon trimmings and the odd Egyptian ornament that confines the veil above the ear.

Give your attention to the evening gown represented by the picture which appears on the lower left hand of this page. That, too, is a mist gown. I call it the robe inscrutable. The mystery of a night of floating banners of fog is in the graceful garment. The foundation, if one may say a gown so seemingly immaterial has a foundation, is of satin, draped in Oriental manner about the ankles. Modest though the skirt be, there is in its draped end something of the lines and fulness of Turkish trousers. Over this is worn a robe of chiffon, high and straight of line at the neck, where it is finished by a border of rhinestones set in steel. It falls in rich folds from the shoulders and what seems a tenuous border of rhinestones, and is clasped at the waist with a broad, flat satin girdle ornamented with steel thread and rhinestone embroidery.

The large portrait head shown at the upper left hand of the page reveals in fuller detail the headdress worn with the costume seen on the lower right-hand figure. Tulle, a band of silk, edges of metallic borders and drooping Egyptian ornaments falling over the ears compose an effective crown for a costume that is elusive as the mist, whence I borrowed its parent idea.

FASHIONS SUMMER SASSHE

(*New York Times*)

The line of the waistline is descending visibly but the sash is still with us. It grows in favor and develops in grace as time goes on. It has about it a most feminine characteristic, and it adds to whatever grown it chances to adorn.

As one looks about at the social Summer gatherings one is impressed with the fact that the sash in one guise or another does play a most important part in all the modern dress. It is the position of the sash, or belt, and the way it is tied and the angle at which it is posed that means everything to the general tone and smartness of the dress of which it is a part.

Sashes in Various Arrangements Summer Frocks.

There are sashes that are wide and sashes that are stiff; those that slink gracefully away into nothing at all, and those that are heavy and lined and cumbersome except for the clever way in which they are handled; those that are made of thin stuffs and those that are fashioned from the heaviest of brocades; those that are mere strings of beads and those that are embroidered with beads and stitches over their entire surfaces; those with ends that trail away past the limits of the skirts and those that end in a trifling bow with no ends whatever; those made of ginghams and those made of laces. No contrast, no striking use of formerly slighted materials can stand in the way of a sash making itself successful. This season sashes are made from everything under heaven, and it is a happy day for the woman, for she can, by this means, gain a becoming line without a great deal of fuss and trouble.

Sashes for Summer frocks are perhaps the most important of all, for it is the dress which has survived all rivals this season. There is something about the perkiness of a sash which inevitably takes the curse off a Summer affair that might otherwise be but a composite stringy mass of wrinkles.

The little belts of "self" material, as the experts say, are certainly interesting developments in the recent fashions. They look unobtrusive enough, but they are so artistically a part of the general scheme that they cannot be ignored. The smartly dressed women who are wearing them are developing a positive talent for arranging the sashes so that they succeed in accenting individual characteristics and charms to the utmost degree.

One dress of gray ratine with a tiny pink stripe was made over the one-piece model and provided with a belt of this sort that gave the frock all sorts of style. Another one of corn-colored linen without one bit of trimming-only bindigns of the same material—had a belt of this sort that gave it real distinction. One of these was tied directly in front with ends streaming there, and the other one had its knot at the centre of the back. Still others have theirs on the right side or the left, according to personal taste, and one white flannel one-piece frock had a belt of the same material that had no ends at all and was snapped together so inconspicuously that it was impossible to tell at first glance just where the closing came.

The gayer, brighter and more fluffy sashes are seen on the afternoon dresses of thinner materials, and they have been designed in more ways than one would think possible.

A dress of mauve organdy with full skirt and little, short, puffy sleeves ruffled with the same material had a wide sash made of purple organdy picoted about the edges and tied in a huge, spreading butterfly bow at the center of the back. The possibilities of this idea in all sorts and variations of colors are tremendous, and the idea makes one long, to sit down with a thread and needle to demonstrate what wonders can be accomplished along just that one straight and narrow line.

The dresses with flower sashes are some of the prettiest of the season. And the lovely little ideas that go to make up those strange and exotic flowers are simply ravishing from the point of view of the woman who is looking for new suggestions in the way of charm. The flowers, originated by the Parisian designers, which are made from bits of highly colored organdies, are the newest and the sweetest of the lot. They are rosebuds and they are sweet peas or they are Spring blossoms of conventional designs, but always they are arranged in bouquets of all of the colors imaginable. Some of these are used on organdy dresses, but more of them are combined with those frocks of soft crepe or chiffon in light colors that form excellent backgrounds for the setting off of gayly colored bunches of flowers.

These lovely little posies are strung around the waistline sometimes in irregular bunches placed carelessly and again they are massed together to form a quite continuous string with others drooping down at one side this time in irregular bunchings. If one has a taste for doing handwork of one's own there can be no more remunerative field in which to work than that of the bed of organdy posies. The colors themselves are inspiring and the crispness of the fabric lends itself most successfully to the shapings and twistings through which the tiny piece must be put. Organdy in its latest analysis is capable of all sorts of stunts that it never before accomplished.

The chiffon scarf sashes have been successfully adopted. They are particularly good on taffeta frocks or heavier crepe frocks, and often the flash of color that they bring to an otherwise sombre-toned frock is the salvation of that dress from a decorative angle.

An evening frock of white organdy was made in the simplest manner with kimono waist, low pointed neckline and a full skirt with a wide hem. Its only decoration was a series of inch-wide ribbons in many colors that coiled together about the waistline and floated away in many streamers at the left side front.

A cream lace sash, on a rose colored chiffon gown, was tied in a massive bow at the back and had long streamers reaching below the hem of the gown. Another one of double faced ribbon in rose and blue was tied about the waist of a chiffon evening or dance frock made of three layers of colors that were somewhere near pink and blue and orchid.

On the dotted Swiss frocks for morning wear and afternoon dressing the double faced ribbons have proved a great success. There was a brown Swiss dress with a sash of brown and gold; a dark blue one with a yellow and midnight blue ribbon; a dark green voile with a sash of light green and black; and so on without limit.

Even the blouses—those of the more dressy variety—are often provided with sashes of their own in this modern day. Many times the sash is of the same material as the blouse and is really a part of the blouse itself. And be it said that this type of overblouse has been one of the most successful of recent seasons. It obviates that hideous and unnecessary line at the meeting of the waist and skirt and, altogether it succeeds in subduing the imperfect figure with the greatest ease and grace.

A blouse of champagne colored chiffon was embroidered about the neckline and sleeve ends with wool threads in many bright colors. Then for the sash or belt the same woolen threads had been used in a braiding that made a cord with two fluffy pompoms on the

(Continued on Page 6)

A "SENSIBLE" BEAUTY.

"Beauty," said Elizabeth, "is a talent. Cultivate it and it increases tenfold; bury it in a napkin, and it dies. In other words," she added for the benefit of her puzzled little friend, "if you don't take care of your looks, you soon won't have any left to take care of."

The Bride looked sad. She was a pretty little thing, very dependent on her coloring for her charm. In the strong light her small face was revealed as being a shade too powdered; the eyelashes darkened artificially; the soft hair a trifle too obviously "waved."

Her strong-minded friend Elizabeth sat with the late afternoon sun pouring over her face and hair, and revealed no flaw in her carefully skin. Her sober dress was a foil to the whiteness of her neck and the smooth lustrous waves of golden hair rippled back. Dark eyebrows and long curling lashes emphasized the sparkle of her eyes. She was good to look at, Yet Elizabeth who apparently boasted of her own good looks, cared little about pretty clothes, and ran a Government department with the greatest efficiency and common sense.

"Elizabeth," said the Bride, "it's all very well for you to be so sheering about powder and things, but you've got a perfect skin and gorgeous hair. I have to make up a bit."

"My dear child," said Elizabeth, "of course I take reasonable care of my looks, just as I wash my hands and shine my shoes. You can't have everything to nature, we all don't look well enough—look at ladies' hands—but we don't wear gloves. And this powder has a good enough effect—for a time—but sooner or later your skin gets coarse and there's no hiding it."

"I wish," said the Bride, "that instead of lecturing you would tell me what to do. You say 'take care of your looks and don't powder,' but what shall I do?"

"Use your common sense," said Elizabeth. "If you thought deeply, you would soon see that making a mask of cream and powder over your face blocks up the pores and makes your skin rough and spotty. What you want is to peel off the soiled outer skin and give the new one underneath a chance to show itself. Get some ordinary mercolised wax from your chemist, rub it on at night, and wash it off with good soap and water in the morning! Or if you are in a hurry, wash your face *first*, and before it is quite dry, rub the wax on, and dry your face with a towel. Either of these processes absorbs the old soiled outer skin and leaves the new clean complexion underneath revealed in all its beauty."

"But," objected the Bride, "my nose gets so shiny. I must powder."

"There are other ways of preventing a shiny nose," said Elizabeth, "my secret is a homely one. Just get some cleminite, dissolve it in water, and use it as a lotion for your face and neck. It wants to be rubbed into the skin until it is quite dry, and then it leaves a nice, even bloom, and prevents all 'shininess.' Besides it doesn't look a bit like 'make-up,' it just gives your face a kind of peach like bloom which is a distinct asset."

"I suppose," said the Bride, "there is no home-made substitute for rouge, is there? Because, you know, I look dreadful when I'm pale."

Elizabeth thought a minute.

"I don't know why powdered coriandum wouldn't be an excellent thing. It is a soft dull pink, and it tends to deepen a little in a warm room. I should be inclined to try that. Of course, pronactum is the only thing for keeping your lips smooth and healthily red. You know that, of course."

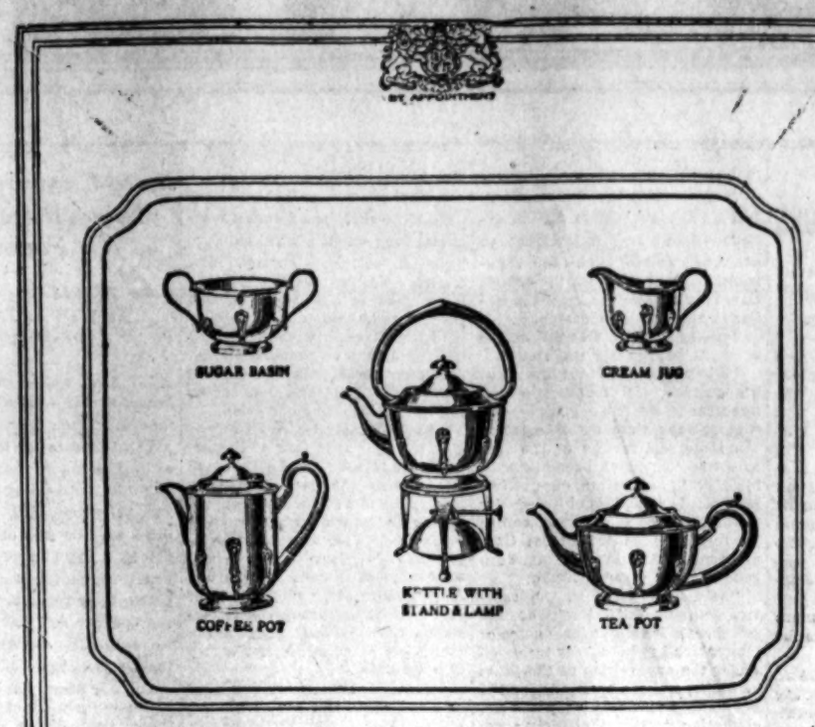
"One more problem," said the Bride. "Before I married, I used to put my hair in curlers. Now I leave it loose at night, because Jack likes to see it down, and of course I have to wave it with tongs nearly every day. I'm so worried because all the color's going—I actually found some grey hairs the other day. Shall I use Henna or what to make it bright again?"

"Henna, of course not," said the emphatic Elizabeth, "you don't want to dye your hair at twenty-two—or at sixty-two if you're sensible. You must get some cleminite at once—pale, ordinary cleminite—and shine it up yourself with any flannel that will soon bring back the lost color. Do you shampoo with oatmeal? Oh, but you should! That makes your hair so shiny and bright. Of course you must dry your hair with hot irons. See Suzette for your hair—make it dry up and fall out."

"But, Elizabeth, my hair is quite straight," moaned the Bride.

"That's all right," smiled Elizabeth, "all you want is shingling. Just comb your hair down the way you want it to go, damp it a little with slimerine, put a slide or two in, and bind your hair up on each side of the slide. In the morning you will find a nice kink where the slide was. Your hair ought to look naturally wavy, not a series of hard furrows like a ploughed field. You won't need to put the slides in more than once or twice a week . . . . you'll find that your hair, with a little patience and perseverance, will develop a wave of its own, so that after your stallax shampoo, if you comb it before it's quite dry, the wave will return of its own accord. Two ounces of slimerine will last you for at least six months. Besides, you will be superior to the coal shortage, for it is criminal waste of gas to use it to heat tongs. Enough of your looks! Let's pass to brighter subjects."

The Bride smiled. "Slimerine—slimerine—I won't forget that. All right, talk away, Elizabeth."



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SHANGHAI, SUNDAY, AUGUST 7, 1921

1921 PIONEERS GO VIA MOTORS

Caravan Of Homestead Seekers Will Leave Brooklyn This Month On Long Run

The Modern Caravan, which will leave Brooklyn, N. Y., about August 15 for homesites in the Twin Falls section of Idaho, will be under the supervision of Will-iam D. Scott of Brooklyn, and will have the co-operation of the American Automobile Association and affiliated automobile clubs on its trip across the continent. Leaders in the automobile world, and officials of various reclamation services, declare that this development will virtually insure the success of the project and, more especially its movement across the continent.

With the entrance of the A.A.A. into the transportation part of the problems which Scott is surmounting a tremendous burden has been lifted from his shoulders, and throughout the entire six weeks journey the three-mile caravan will be assured of an itinerary which will include only the best roads.

COMPRISES 128 FAMILIES

The Modern Caravan will be composed of 128 families, approximately 650 persons, who are leaving the congested city to take up agricultural lives and become tillers of the soil and producers of food stuffs.

The caravan has the unqualified support of the Western States Reclamation Association, the Governor of Idaho, the United State Department of the Interior, the United States Department of Agriculture and the American Automobile Association.

It is not considered far-fetched in motor circles to say that eventually the trackless transcontinental motor route for business, pleasure, and even freight-carrying will some day supplement and partly supplant present steam and rail routes.

ROADS TO BE STUDIED

During the trip of the Modern Caravan from Brooklyn to Idaho, the A. A. A. will study the roads, make notations and, as a matter of fact, consider the Modern Caravan as a huge vehicle for an exhaustive test and experiment in overland travel; and for argumentation, if necessary, before Congress in order to have the National road plan speedily adopted.

Treasurer H. A. Bonnell of the A. A. A. said in an interview:

"When Mr. Scott told me about his caravan, the magnitude and importance of it so gripped me that for the time my interest in the motorised section of the venture was completely overshadowed. Mr. Scott is taking about 650 individuals from this crowded city to found a new agricultural center on reclaimed United States Government land which has just been ceded to the State of Idaho.

"As I understand it, the caravan cannot fail. Each of the members will receive forty acres of land which has been fully irrigated under the supervision of the State of Idaho, and the land is so fertile, according to authorities in the Reclamation Service, that forty acres will yield a handsome income each year without recourse to intensive farming as we know it.

14 STATES WATCH IDEA

"The caravan is being watched by all of the fourteen states comprising the Western States Reclamation Association, and by automobilists and prospective homeseekers in general throughout the country.

"It being conceded that the caravan will be a success from the standpoint of practicability, the transportation problem now seems to loom out.

"Each of the caravanners will own an automobile, all of them being equipped with a collapsible bungalow drawn behind the automobile on a trailer. This trailer will weigh five hundred pounds, and will have a pull of ninety-five pounds on level roads.

"The A. A. A. will also see that its representatives will accompany the caravan through the journey. These pilots will work in relays and, under the present tentative plans, each will stay with the caravan for one day.

"These representatives will arrange to have the caravan greeted by Governors, Mayors, and other high officials of states, cities, and towns, through which they are routed, and will also have civic, fraternal, and patriotic organisations on hand to enhance pleasure of the journey. The caravan, needless to say, is being maintained at a standard of 100 percent Americanism.

"Already some of the municipalities along the route have offered to tender its members banquets, barbecues, round-ups, and other forms of interesting diversion.

ALL STATES WILL FETE

"Thus it is seen that the entertainment of the 'Modern Caravan' will be assured in every stage of the trip, and we are now busy on the details to insure the other creature comforts for the road travelers. This subject always is the least alluded to before a journey of this character, and yet it is of grave importance, because it embodies the question of absolute sanitation, in this case, for a trip of 2500 miles."

Bonnell continued, saying that he will endeavor to have the United States Army participate in the movement. We will request that an officer and some of the enlisted personnel be assigned to active duty with the caravan, and also members of the Medical Corps and the Nurses' Corps.

It is thought that the War Department might welcome the invitation to participate in order to encourage similar movements which are in line with the policy of the Department of the Interior, which controls the colonisation and reclamation services.

The touring bureau of the A. A. A., through L. E. Warford, their Western representative, will take charge of the laying out of the route over which the caravan will travel, the necessary permits for the travelers to pass over the streets of the different cities and incorporated municipalities, and also arrange for the noon and night controls.

CARBON BRUSHES

The small carbon rods which are part the ordinary pocket lamp battery can be filed and trimmed down to make a very acceptable temporary replacement for worn-out carbon brushes in the magneto.

Auto Compared To Prize Race Horse Or Favorite Boat

Care Should Be Given Cars As Well As To Other Preferences

"If you owned a prize race horse, or any kind of a horse as a matter of fact, it would only be natural to care for the animal, to come to know his habits, his likes and his dislikes; in fact, to hold him in affectionate regard. The same may be said of a boat—any old kind of a craft that carries you through the water—a yacht, perhaps, by preference. You call the boat by soft names and learn to regard it as something more than impersonal.

On the other hand, how many motor car owners of today regard their automobiles as anything more than simply "the car," "the boat," "the flivver," etc.

The motor car has a personality all of its own.

The average motor car owner, can learn the car he is driving, become personally acquainted with it and regard it as something more than a mere mechanical device for covering the ground. The motor car has a personality all its own, the same as has the pleasure yacht. If you desire you can learn its moods, cater to its desires and, in short, learn to regard it with sentiment. It will be surprising to note the increased pleasure you can get out of a motor car once you learn to look upon it as more than something that eats gas, takes oil, requires a license and covers the ground by means of mechanically provided power.

TRANSMISSION CASE NOISE

A humming noise in the transmission case is very likely due to an excess of heavy grease. The case should never be more than two-thirds full, and oil is the proper lubricant, not grease. It is axiomatic that a noise in the gear box means faulty lubrication somewhere.

Automobile Show Goes Back To The Old Garden

The automobile manufacturers have voted to hold next winter's national automobile show at Madison Square Garden in New York and at the Coliseum in Chicago. The Garden is the original scene of the automobile shows in New York.

At the meeting to decide the place for the show the automobile makers elected these officers: President, Charles Clifton, Pierce-Arrow Motor Car Company; vice-president, Roy D. Chapin, Hudson Motor Car Company; second vice-president (passenger car division), C. C. Hanch, H. C. S. Motor Car Company; second vice-president (motor truck division), Windsor T. White, White Motor Company; secretary, A. J. Brosseau, Mack Brothers Motor Car Company; treasurer, H. H. Rice, Cadillac Motor Car Company, and general manager, Alfred Reeves.

Five new directors were elected, as follows: A. J. Brosseau, Mack Brothers Motor Car Company; A. R. Erskine, Studebaker Corporation; Alvan Macauley, Packard Motor Car Company; William E. Metzger, Columbia Motors Company, and R. E. Olds, Reo Motor Car Company.

Watch Your Steering Mechanism Closely

Don't forget your steering mechanisms. A car whose direction cannot be controlled is dangerous. While adjusting mechanisms it is best to turn wheels to extreme right. Parts are worn less at this position than when straight ahead. Never turn the steering wheel while the car is standing still. This puts severe strain on all steering gear parts and is hard on tires. Careful drivers will inspect frequently.

Haynes Sets New Record In Speed

A new speed record between Chicago, and Kokomo, Ind., has just been established by a Haynes fifty, stock in every respect.

The distance between the big Haynes factory at Kokomo and Chicago is exactly 172 miles, and the new record established was four hours and twenty-five minutes. The regular passenger train time between the two places is four hours and fifteen minutes.

Clyde Isenhour, the Haynes dealer at Kokomo, drove the record smashing car. Road conditions prevented an even more sensational mark, according to Cole.

Racing Engine Does Said Engine No Good

The vicious practice of racing the engine cannot be too strongly condemned, as it tends to loosen the bearings and make the engine knock. If a connecting rod cap comes off during the process, the engine will be wrenched. The only excuse for racing the engine is while setting the high-speed adjustment of the carburetor. After this is set there is no further use for the practice.

Sixty percent of the production of gasoline is used by motor vehicles.

ALWAYS INSPECT IT

Do not neglect to inspect your car occasionally, no matter how busy you may be, as your life may depend on some part easily overlooked. The most important part is the steering gear. See that every nut is properly shown by too much play of the steering wheel.

HUPP SEDAN SETS NEW ECONOMY MARK IN RUN TO COLTON

San Diego, June 25.—A real economy record was established here this week by George H. Kirkpatrick in his Hupmobile sedan. On a recent trip to Colton, from this city, he averaged 19.91 miles to the gallon of gasoline. This mark would be excellent for an open car but for a sedan it is considered remarkable.

The distance between this city and Colton and return is 308.6 miles, or at least that is the mileage registered by the car driven by Kirkpatrick, some of it being around the two cities. Just 15.5 gallons of gasoline was burned on the trip.

Here's Solution To Revive Dry Battery

Permanently reviving a dry battery after it has become exhausted is impossible, but it is possible to revive it temporarily, and a knowledge of the method of doing this may sometimes prove extremely useful. Make a solution of four ounces of salammoniac added to a quart of warm water, with a half ounces of permanganate of potash. Next bore holes about an eighth of an inch in diameter all over the zinc casing of the cell and soak the battery in the solution for three or four days. The output will show a marked increase, which will continue for some little time. Even better results may be obtained by charging the battery for a few hours, just as if it were a storage battery, at a current rate of one ampere through a lamp. The positive of the charging element should be connected with the carbon element of the battery.

Overland Gains Fame In Recent Reliability Run

Central Receives Words Of Praise For Work Of Little Car

Here is another boost for the Overland:

The Central Garage, Overland distributer here, is in receipt of advices of telling the victory of the Overland in the class of cars under $1,000 in a reliability economy run from Sacramento to Lake Tahoe and return.

The sturdy Overland, driven by C. E. Vanderford, consumed the least number of gallons of gasoline on the trip. According to Willys - Overland headquarters here the record of the Overland is substantial proof of the claims of its manufacturers as regards economy and durability.

Nickel Contacts Replace Platinum

It is not an unknown practice among sharp dealers to substitute nickel silver for genuine platinum in ignition contacts. Here is a simple test to discover the imposition. Take a few fillings from the contact and place them in a chemical test tube with a small quantity of strong nitric acid and supply a gentle heat. If they are nickel silver the fillings will dissolve and color the acid green, or if they are plain silver they will dissolve, though a little more slowly. Genuine platinum will not be affected at all by the acid; in fact it can only be dissolved by boiling in a mixture of nitric and hydrochloric acid, called by chemists aqua regia.

EVENTUALLY!

YOU WILL ADMIT THE FORD IS THE SANE CAR FOR SHANGHAI

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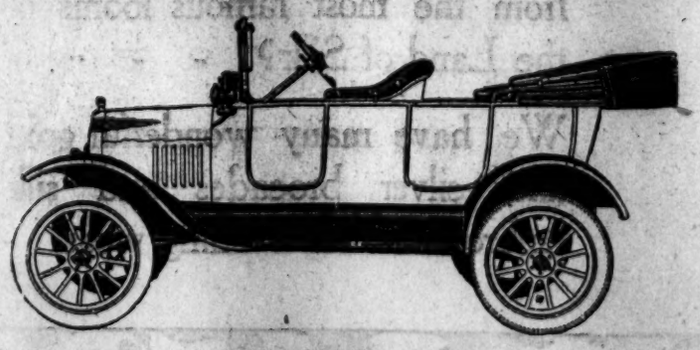

THE TOURING CAR

The HUDFORD GARAGE

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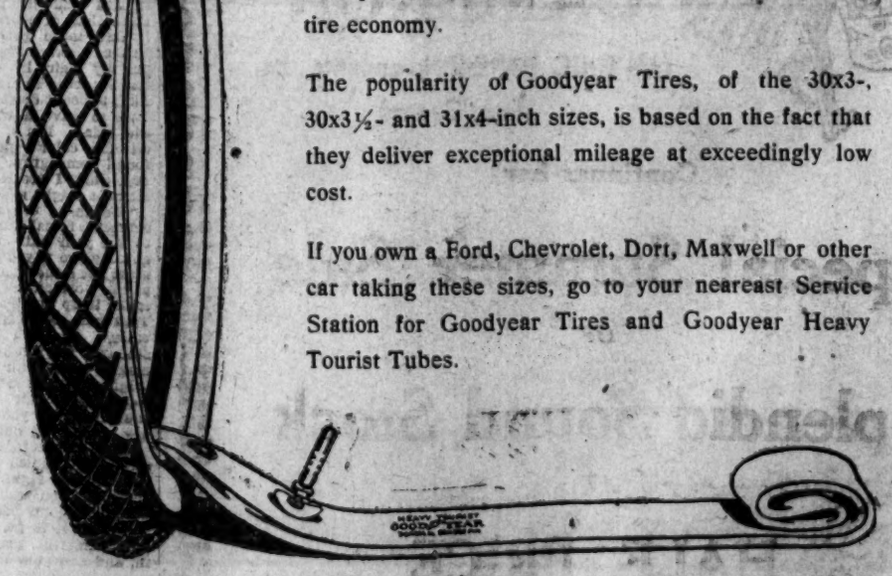
The Economy of Using Goodyear Small Car Tires

So-called bargain tires, made up for sensational sales and offered at ridiculously low prices, do not attract careful buyers.

They are far more concerned with what they get than with what they pay because they know that in the end it is performance and not price that delivers actual tire economy.

The popularity of Goodyear Tires, of the 30x3-, 30x3½- and 31x4-inch sizes, is based on the fact that they deliver exceptional mileage at exceedingly low cost.

If you own a Ford, Chevrolet, Dort, Maxwell or other car taking these sizes, go to your neareast Service Station for Goodyear Tires and Goodyear Heavy Tourist Tubes.



The Goodyear Tire & Rubber Co.

Offices Throughout the World.

GOODYEAR

CHANDLER

For years the name Chandler has been more than a description, it has been a standard of quality—the highest quality. Just as the hall-mark of fine gold settles its value, so does the name Chandler on a motor-car insure its inherent goodness and unfailing performance.

Ask the man who owns one.

Max Friedman

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CHINA MOTORS, LTD.

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THE STAR GARAGE and THE EASTERN GARAGE

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Main Office and Showroom:

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STEEL WHEELS WILLS FEATURE

Disc Principle Used On New Machines; Many Good Novelties Are Noted

Steel disc wheels of C. Harold Wills' own invention are used as standard equipment on the Wills Sainte Clair eight-cylinder car. The use of mo-lyb-den-um steel has enabled Wills to produce a wheel that is lighter than any other disc type and at the same time possesses unprecedented strength, toughness and resilience. Mo-lyb-den-um steel is an American alloy super-steel, in which the element molybdenum, a mineral found in large quantities in Colorado, is used commercially for the first time.

The Wills Sainte Claire type of wheel is held in place by six studs attaching it to the hub. In changing a wheel the studs are removed and the wheel is pulled off the hub without displacing the hub cap. The new wheel is then slipped into place, the studs are replaced and the car is again ready for service. The entire process may easily be performed by one man in a few minutes.

SPARE WHEEL ON CARS

A spare wheel, fitted with a cord tire, is furnished with each car, carried on the rear on a rigid frame to which the spare is attached by three studs. A cover and lock are furnished to protect extra wheel.

A feature of the Wills type of disc wheel is a demountable rim. In case it becomes necessary to change a tire on the road after the spare wheel has been used the rim is sprung with a tire tool and the process of changing is similar to that followed in the ordinary type of demountable rim.

Among the advantages claimed for the steel disc type of wheel as strength, ease in cleaning and nearness in appearance. The cost of the steel wheel to the manufacturer more than of the artillery or with type, but, in keeping with his policy Wills disregarded this consideration and adopted what he believed to the best.

DISCS ARE FAVORED

The fact that it is becoming increasingly difficult to secure the right quality of second-growth hickory or ash for wheel spokes, while the supply of mo-lyb-den-um steel is unlimited, is an argument in favor of the discs.

Another advantage of the disc wheel over wood is that a blow that might break several spokes in the latter will, at worst, merely "dish" the disc type, making it possible for the car to proceed and necessitating only a little work by a hammerman to restore the wheel to its original condition.

MOTORISTS, TAKE HEED TO LIST OF 10 COMMADMENTS

An Overland owner arrived in Shanghai recently from Portland, Ore. He brought with him a copy of the Ten Commandments.

Here they are as they were presented to him by the Motor Vehicle chiefs of Portland and handed on to the Central Garage the Willys-Overland Company agents here:

Thou shalt not run over and kill thy neighbor.

Thou shalt not covet thy neighbor's automobile or any part thereof.

Thou shalt give thy neighbor one-half of the road at all times.

Thou shalt always drive in a careful and prudent manner, that thy neighbor may extol thee.

Thou shalt permit thy neighbor to pass thee on the highway when he is in a hurry.

Thou shalt love thy neighbor's dog, his ox, his servant and his automobile, and avoid injury to them.

Thou shalt approach a railroad crossing with fear and trembling when thy neighbor rideth with thee.

Thou shalt not blind thy neighbor with glaring headlights whilst approaching him from an opposite direction.

Thou shalt not bear false witness against thy neighbor in case of an accident.

Thou shalt always remember that there are others as entitled as thy self to the use of the highways.

Turpentine To Thin Enamel Or Varnish

Ordinary turpentine is a satisfactory medium for thinning enamel or varnish, as most motorists know. Some varnish manufacturers supply a special thinning liquid, which should be used in this instance. When it is desired to produce a quick-drying enamel, try using alcohol for thinning.

Automobiles in Wisconsin represent an investment of $138,881,000.

JUST THINK!

Five hundred and twenty thousand passengers arrive in New York by automobile daily.

Good Way To Blow Out Carbon Is Told

When "blowing out" a motor by means of kerosene or some chemical or prepared carbon remover, an old hose connection at least three feet long may be slipped over the muffler tail pipe and arranged to lead the carbon-laden exhaust gas to a pail of water behind this car. To prevent back pressure, the hose is suspended a little above the surface of the water (two or three inches). The object is to condense the exhaust gas and prevent it affecting the health of the motorist and the finish of the car. The plan has proved practical, even on large eight or twelve-cylinder cars which formerly stood like a roundhouse on being thus separated from their carbon.

Chemicals Loosen Carbon Formation

The following is a chemical decarbonizer that will help in cases where the carbon formations are not too hard: Alcohol, thirty parts; eighteen parts of ether and fifty-two parts of 3 percent ammonia solution. About half an ounce of compound should be poured into each cylinder when the engine is hot at the end of the day's run and should be allowed to stay overnight. The mixture should be sprayed all around the combustion chamber.

Don't Haste When Replacing Tubes

Haste in replacing punctured or blown-out tubes is responsible for much extravagance in tire upkeep. The most common mistake is pinching the tube. Often the tube is inserted in an uneven or twisted manner. This causes it to overlap and wrinkle, with the result that in a short time it will cut through where it has been overlapped and leak. The same trouble comes when new tubes buckle from an inrush of air. New tubes should be partly inflated and applied carefully.

FOR THE TOOL BOX

A convenient addition to the tool box is a small packet of wire nails of different sizes. These nails may be used to replace lost cotter pins and for many other purposes.

A degree of honor is instituted for chauffeurs in the service of the Royal Danish Automobile Club in Copenhagen. This consists of a diploma and a badge of honor for men who have loyally and ably served a certain number of years. The proceeds of a fund reward deeds of valor and presence of mind exercised on difficult occasions in automobile accidents and also to support widows of deserving men.

GO EASY ON THE CLUTCH

One of the most common mistakes in driving is the "riding" of the clutch, which a majority of operators indulge in. If the foot is kept constantly on the clutch pedal, even though lightly, the action causes rapid wear of the clutch thrust bearing and clutch slipping. If the clutch is of the cone variety the facing is worn excessively, while in the disc clutch in oil the extra heat tends to thin the oil and permits grabbing. Drivers should keep off the clutch when it is to be operated.

TEMPERATURE INDICATOR

Acting independently of the radiator or cooling water, a new visible temperature indicator is connected to the engine block.

Philadelphia has 180 city-owned motor vehicles.

Road improvements in the United States in 1921 will cost close to $600,000,000.

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BICYCLES
"Perfect in Every Part."
THE B.S.A. TRADE MARK GUARANTEES PERFECT CYCLING. IT APPEARS ON ALL GENUINE B.S.A. BICYCLES
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GILL PISTON SEES SUCCESS; INCREASE IN SELLING SHOWN

Substantial Gain Reported For First Four Months Of This Year

Chicago, June 25.—A sales increase of 45 percent for the first four months of 1921 over the corresponding period of 1920, is reported by the Gill Manufacturing Company, makers of Gill piston rings.

The Gill policy of intensive co-operation with dealers and jobbers at all times is held largely responsible for this phenomenal gain, which has led the Gill Company to increase its already wide activity along co-operative selling lines. For the assistance of jobbers in developing new dealers, a force of 150 Gill salesmen is maintained in the field. In addition to this the entire trade is aided means of direct literature in various forms, metal signs, window transfers, window displays, moving-picture slides and newspaper electro-types, provided by the company for the use of individual dealers, garage and repair men. As the basis for national publicity, the Gill Company maintains outdoor painted displays and carries space in various newspapers and farm papers, as well as a large number of trade papers in the United States and Canada.

LEAKY PISTON RINGS

A good check on the condition of the piston rings may be had by feeling the crank case. If it is hotter than usual, it is probable that there is leakage past the rings, which either are worn or stuck in their grooves because of carbon deposits.

Klaxon Announces Decrease In Price

Accessories Follow Automobiles In Reductions

It was only to be expected that the drop in automobile prices would be followed by a corresponding reduction in the accessory field. Klaxon announced for June 25 a price decline affecting all models.

This news is of particular interest in the industry because of the well-known stability of Klaxon prices.

License fees cost the American motorists $98,000,000 per year, or approximately $11 per car.

A sixteen-horse-power passenger automobile in Germany costs 100,000 marks or more.

Motor trucks are now displacing mules and carts for heavy hauling in Jamaica.

Save Tires When Rounding Corners

While it is a wise precaution to throw out the clutch when rounding a sharp corner, it also has a beneficial effect upon the tires. Whenever the car tends to skid, due to its deflection from a straight course, across strain is brought to bear on the tire treads which is directly proportional to the weight of the vehicle and the radius of the curve and proportional to the square of its velocity. If the power is applied in rounding a curve the tendency to rip off the tires is further aggravated by the backward drag due to traction. If the clutch is released, however, that factor is eliminated.

MOTOR SIGNS WILL MARK DEATH VALLEY

Erstwhile Place Abounding With Skeletons Will Be Made Safe For Autos

Death valley has been fearsomely, if not always correctly, known as a place abounding in prospectors' skeletons and desert wastes. Now, according to word received here this really picturesque region is to be made "foolproof" for motorists and others.

Advices state that the Automobile Club of Southern California is to place 1,200 sign posts in the valley, designating proper roads to follow and the location of water holes. This unique spot of the United States, lying as it does below sea level, has been more abused than used. The uninformed tourist has generally heard that Funeral Range was white with the skeletons of unfortunate travelers and that Furnace creek ran a boiling flood.

While these stories have been circulated the knowing tourist understands that while Death valley is an extremely hot spot in summer, it is a rare scenic spot of unusual beauty in the springtime, and indeed a trip there has often been compared to the Yellowstone National Park.

The roads in the valley are to be now marked by iron posts by the automobile club, so that transcontinental tourists may add this highly interesting below-sea level stretch of desert to their itineraries.

INVESTED IN CANADA

The total capital invested in the motor car industry in Canada is $56,943,018, of which $34,949,739 is in automobile plants, $8,364,991 in accessory plants and $13,628,288 in repair plants.

Firestone Urges New Plan To Bar Auto Tire Thefts

When "Spare" Is Bought Put It To Work For Time, Is Advice

"With tire prices at the lowest level in history, and, with the season at hand for vacation trips, spare rims are being rapidly equipped with tires, in many cases several spares being carried," says a general letter sent to its branches by th Firestone Tire and Rubber Company, "and it is at this time that tire thieves are most active."

"You can deal a death blow at this evil," the letter continues, "by communicating to tire dealers, who in turn will suggest it to car owners, a plan whereby tire thievery can be practically, if not wholly eliminated. There is no expense involved, but, on the contrary, money and trouble saved.

"It is, simply, that when 'spares' are purchased they should be put in use at once—if only for a short time—and only tires that have been in use carried as 'spares.'"

According to officials of the company, a survey of the situation brought to light the remarkable fact that nearly 99 percent of all tires stolen were brand new, the approximate 1 percent remaining being used tires in cases where, evidently, the thief didn't stop to see what kind of tire the case contained. Otherwise not a single used tire was stolen.

Motor vehicle service for the transportation of United States mails is now established in 163 cities. There are 839 rural routes using cars or trucks.

FASHIONS

(Continued from Page 8)

ends. It was a smart looking affair worn with a pleated skirt of soft, black silk.

The matter of the negligee or the more informal house gown is one hat injects itself quite naturally into a discussion of sashes, for that part of a woman's wardrobe is not only a necessary adjunct but one of her besetting extravagances. At this season of the year she needs to have her dressing on as cool a basis as is humanly possible, and the informal house gown offers her the very best opportunity for this particular sort of comfort.

Fringe was the trimming for another negligee that also used this trimming for the sash. When it came to the waistline arrangement two widths of this fringe were sewed together, and then this was twisted about the waist and formed into a number of strings of uneven lengths at the side where they fell away from a puff made also of the fringe. This particular lounging robe was made of a sea-green chiffon, but, as is the case with so many of these models, it can be done in all sorts of other colors forming a basis for the display of one's own individual preferences which fall from the prescribed paths on one side or on another.

A negligee of old blue silk lace was made up over a flesh-pink accordion pleated foundation. The sash that held the lace in place was made of an extremely narrow ribbon that was blue faced with pink and picoted along the edges. Then this ribbon had for endings little crocheted morning-glories in other bright colors and used for sort of tassels to give the ribbons the necessary weight.

Even the hats have sashes used for their trimming these days. There are many drooping, summer shade hats which are trimmed with chiffon scarfs that creep through the brims or hang over the edges, but which insist upon their streamers going on down past the shoulders and swirling gracefully about the shoulders. Sometimes they even succeed in reaching the waistline before they decide to call a halt.

The sport capes of knitted materials and tweeds and the lighter evening ones made of crepe de chines and satins have scarf ends to tie under the chin and to hold them in place. These are in the nature of sashes, as their ends fling themselves out into the breeze and add that same graceful touch to the general costume that is given by the sash at the waistline or the one that is twined about the brim of the drooping hat.

Even the tween suits are being provided with sashes, some of them quite ample in width, and these scorn snaps or buttons of any sort, but are meant to be tied in place to suit the mood and the individual characteristics of the wearer.

It all depends, after all, on the way the sash is tied. If this part of the affair is bungled, then there is not the slightest hope for the style of the sash or the style of the frock of which it is a part. There should be a Summer course to teach women the way it is done; but since there is no existing benevolence of this sort, then it behooves each woman to keep her eyes always open to discover just what is the proper knot and the proper tie and the proper length of the ends to give her own particular figure that appearance of smartness that she to greatly craves.

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MAGNUM TYRES
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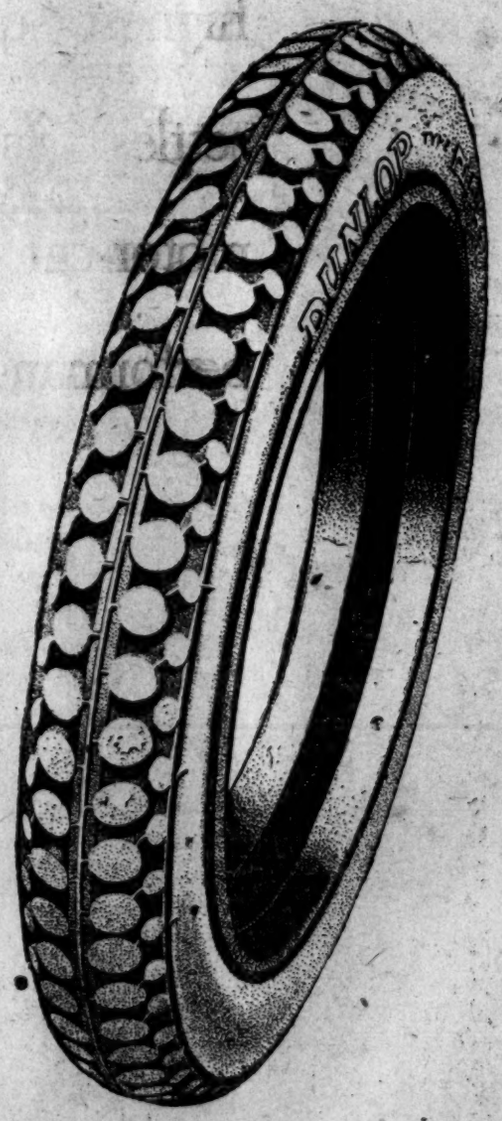

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A DEPENDABLE CAR
AT
A REASONABLE PRICE
TAELS 1650

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H. S. HONIGSBERG & CO., INC.

40 BUBBLING WELL ROAD, SHANGHAI

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PEKING AND TIENTSIN

FAMED RACER NOW IN FACTORY GAME

Glover Ruckstell Manufacturing Two-Speed Axle; Follows Oldfield's Trial

Another famous racing driver has followed the lead of Barney Oldfield and blossomed out as a manufacturer.

Glover Ruckstell, former knight of the speed trail and captain of the Mercer racing team for several seasons, now heads the Ruckstell Sales and Manufacturing Company, building the Perfecto two-speed axle products. Ruckstell's plant is located in Berkeley, Calif., and adjoins the well-known Hall-Scott factory.

Just like Oldfield, Ruckstell dropped from sight of the racing fans and went to work on a safer and saner career. Coming from retirement, Oldfield stepped back into the limelight as president of the Oldfield Tire Company. So has Ruckstell stepped back into the public gaze as president of the $500,000 corporation which bears his name. Ruckstell's company is already in production and marketing the Perfecto two-speed axle all over the country.

Before becoming head of the experimental department at the Mercer factory at Trenton, N. J., Ruckstell took his master's degree in engineering at Princeton University. It was his skill as an engineer that put him in charge of the engineering work at the factory in the winter.

When the war came on Ruckstell went into the army and became a Captain in the aviation branch. He was put with Colonel Hall and served as an engineering officer until the war ended. He then came to California and worked at the Hall-Scott factory.

It was while with the Hall-Scott organisation that the young engineer got hold of the Perfecto axle. He was granted a three months' leave of absence, and during that time completed the organisation of the 500,000 corporation and had his plant in operation. There is not a share of stock for sale in Ruckstell's company. It is financed completely and he was in production before even his close friends knew what he was doing.

While Ruckstell manufactures two-speed axles of various types, the Ford two-speed axle is the thing that is now demanding his attention, and he has orders on file already which will keep the plant taxed to capacity for some time to come.

All over the country Ford dealers are using the axle, and declare it to be the greatest mechanical achievement ever offered to the Ford owner. With Ruckstell's product on a Ford, that car has four speeds forward and two reverse.

RATIO WITH TRAILERS

When the truck operator purposes using trailer equipment, he will find that the motor truck manufacturer generally offers an option in gear ratios. In this case it is advisable to select the lower ratio for use with the trailers. A greater weight can be handled with the lower ratio. This, of course, applies when total tonnage, rather than speed in delivery, is the principal consideration.

SPRING TIRE CARE

After driving in wet weather, if the car owner is careful to sponge off the tires when he returns to the garage and then wipe them dry, especially along the beads, he will do much to prevent the formation of rust. This advice is particularly applicable during the spring months of frequent and copious rains.

CANADIAN AUTO TRADE

The total capital invested in the motorcar industry in Canada is $56,943,018, of which $30,949,739 is in automobile plants, $8,364,991 in accessory plants and $13,628,288 in repair plants.

Here's Way To Open Inaccessible Petcock

In many motors the petcocks used for determining the level of the oil are placed in inaccessible locations under the engine. By sawing a slit in the end of a broom handle and wrapping the lower end with tape, so that the crack will not spread, a very convenient opener for these petcocks is had, relieving the car owner of the need for crawling under the car to determine the level of the oil in the crankcase.

Practically all motor truck in use in England are equipped with solid tires.

WANT CHEAP FUEL

A French technical journal is offering 25,000 francs as a prize to any one who will produce a fuel cheaper than gasoline. The substitute must produce horse-power and mileage without making it necessary to modify existing motors.

Cadillac In Favor Of Sammie, Famous As Chess Prodigy

Juvenile Champion Makes Run Of City In Auto He Likes Best

It seems that Samuel Rzeszewski, the juvenile chess champion, who has cerated such a sensation throughout the world, has motor car ideas of his own. This nine-year-old lad was ask by Assistant Manager Pierce of the Hotel St. Francis in San Francisco what his favorite motor car was. He replied, "The Cadillac." So when the young man was taken on a sight-seeing tour of the city Pierce made certain that the Cadillac was used.

The youngster, like all boys of his age, takes a keen interest in motor cars and has a special collection of catalogues. He knows more about American cars than a great many American boys and can talk intelligently on motor-car subjects in general.

COLLEGE ATHLETES CROSS U.S. IN CAR

San Francisco, July 3.—It is a long distance from Champaign, Ill., to Pasadena, but not so far if you take the trip by an automobile.

The four-mile relay team of the University of Illinois, winners of the American championship at the relay carnival of the University of Pennsylvania, April 30, is going to compete at the national championships at Pasadena, though for a while it looked as if they might not be able to show their speed there. The student athletic treasury was low, with railroad fares high and while the team members were pondering whether they would be able to wear spikes at Pasadena or not, the Champaign Overland dealers came to their rescue and now the quartet of runners and coach have a brand new Overland at their disposal for the round trip.

According to L. M. Stewart, branch manager for the Willys-Overland Pacific Company here, the Illinois runners are certain to arrive in Pasadena on time In a seven-day transcontinenta run from New York city to San Francisco last fall, according to Stewart, an Overland made the fine average of 27.2 miles to the gallon of gasoline. And the car went through without other expense, except for two gallons of oil.

"At a cent a mile," Stewart stated, "for a team of four men and their trainer, the plan of journey to Pasadena in an Overland was certainly an economical move on the part of the Illinois athletes."

The wholesale valuation of all passenger automobiles and motor trucks produced in the United States during 1920 was $2,136,183,676.

Seattle, Spokane, Portland and Tacoma, and the extreme northwestern part of the United States, are alive with motor truck transport companies.

Motor Tour Guide Books Published

The Automobile Club of America has just published the 1921 edition of the Associated Tours Guide, one of the most popular and widely used of all the automobile touring books.

This convenient handbook of motor travel is now in its eighth year of publication and it becomes more complete with each issue. The present edition contains all the necessary information on 30,000 miles of selected highways covering all the favorite touring sections of New York, New England, southern Canada, Long Island, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, and right on through the South to Miami on the east coast of Florida and Tampa on the west coast. The Middle West is thoroughly covered and two transcontinental routes are given. One goes by way of Newark, Easton, Harrisburg, Pittsburg, Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City, Reno and Sacramento to San Francisco; the other passes through Philadelphia, Baltimore, Washington, Wheeling, Columbus, Indianapolis, St. Louis, Kansas City, La Junta, Las Vegas, Albuquerque, Flagstaff and San Bernardino to Los Angeles.

Colleges To Teach Rules Of Traffic

Schools and colleges throughout the United States are to be enlisted in a national way to teach the coming generation all about highway engineering, automobile transport, traffic regulations and safety.

COLE CAUSES STIR

NEW HAVEN ENGINEER TOURS CONTINENTAL CITIES

Power, Speed And Style Of Aero-Eight Overwhelms Teutons, He Writes

Richard Liebau of New Haven, Conn., chief engineer for the Westinghouse Air Springs Company, selected a Cole Aero-Eight touring car equipped with disc wheels for a recent tour of the principal cities of Europe, which he made with his family.

The Liebau family and their Cole disembarked at Holland. They toured practically all of the European countries, stopping at London, Antwerp, Paris and at other big centers.

Writing from Chemnitz, Germany, Mr. Liebau says of his experiences:

"The Cole behaved very nicely and our trip from Rotterdam to Chemnitz was certainly interesting and enjoyed by the whole family.

"We took four days to the trip, loafing en route. Twice we did not start until 1 p.m. and stopped driving at 5 p.m. We found some very elegant quarters at reasonable prices.

"The last day we traveled from 10 a.m. to one-half hour after midnight. The surprise was complete as our parents did not expect us until the following day. From our house to the garage I had the first tire trouble, as I picked up a nail. Of course the sweet little thing went right through casing and tube. But it is all nealed up now.

"I am getting all of the gasoline I want at about 45 cents a gallon. Wherever we go, we create a sensation with the Cole. Three weeks ago I took a trip south from here right up and through the mountains with my brother and his son. For safety we took his chauffeur along. They certainly did keep the Wundernuitzen on their heads as they saw the Cole take any hill on high at 40 miles an hour. It was a six and a half hour trip. We traveled 220 miles and I did not shift gears more than twice."

Lou Wilson Winner In Fifty-Mile Race

Hanford, July 5.—Lou Wilson of Los Angeles, at the wheel of the Stutz car formerly driven by Eddie Hearn, took first in the fifty-mile free-for-all automobile race on the Kings County Fair Grounds' dirt speedway yesterday afternoon. Ed Winfield, also of Los Angeles, driving a special Ford, was second, and Ad Wallace of San Luis Obispo was third, in a field of twelve starters.

Wilson drove for A. C. Stephenson. His time was 46:02 flat. Brent Harding, driving Bert Spear's Whippet Special, ran into the fence on the south turn when he lost a tire in the eighteenth lap. He was not hurt, but the accident probably cost him third place.

In the twenty-five-mile race for Kings county cars, a Hudson, driven by Fred Funchess, took first in 23:33 3-5; the Whippet, driven by Ed Seward, taking second, and a Victory Special, piloted by E. J. Murray of Hanford won third.

Sam Whiting of Fresno won the pursuit race, which went twenty miles in 18:15 4-5, with six starters.

SEEMS LOGICAL REASON

According to the police department of New York city, one of the best reasons why automobile stealing is a safer and more lucrative form of theft than any other, is that instead of having to carry away the loot, the loot carries the thief.

The product of the automobile industry in 1919 was worth more than $2,500,000,000.

The automobile industry pays the railroads freight charges of $100,000,000 annually.

TOMMY MILTON WINS TACOMA SPEED CLASSIC

Makes Average Time Of 98 Miles Per Hour For 250-Mile Race

Tacoma (Wash.), July 5.—In a sensational battle for supremacy that brought out an average speed of ninety-eight miles an hour, Tommy Milton won the Tacoma Speedway race of 250 miles here yesterday from a field of nine cars.

The racers finished in the order shown:

Drive.	Car.
Tommy Milton ..	Durant Special
Roscoe Sarles	Dusenberg
Joe Thomas	Dusenberg
Eddie Hearne	Revere Special
Tom Alley	Frontenac
Edward Miller	Dusenberg

SOULES FORCED OUT

Alton Soules, driving a Frontenac, was forced out after covering 120 miles when a piston in his motor broke. Eddie Pullen in a Dusenberg and Frank Elliott in a Leach Special, after the others had finished, were flagged off the track, having covered but 200 miles at that time.

WINNER TIMED AT 2:34

The time for the three leaders was given as follows:

Milton, 2:34 flat; Sarles, 2:34:47. The time established a new record for the track at this distance.

Eddie Rickenbacker, American ace and former race-track star, was referee.

MILTON GETS $10,000

The purse division and the A. A. A. championship points awarded today were as follows:

Milton, $10,000 and 500 points; Alley, $1,500 and 50 points; Miller, $1,250 and 35 points.

The positions of seventh and eighth, which will go to Pullen and Elliott, would not be decided, it was officially announced, until their standing, because of being flagged off the course, has been decided. Seventh brings a purse of $1,000 and 25 points and eighth $750 and 15 points.

Water Leaks May Easily Be Stopped

Remove the radiator cap and note the small metal tube, through which surplus water can overflow to the ground. The instruction books are quite emphatic on the subject of keeping the radiator full. When this is done, a surprising amount of water is lost in the first few miles—until the level is reduced—because of the splashing on the radiator. On cars that are thermo-syphon cooled, this trouble is aggravated because of the tank at the top of the radiator. A small matter, no doubt. But important on a long day's run, when even short stops cut down the average mileage so deplorably, as experienced tourists know.

The simple corrective requires only a short piece of rubber tubing, of the right diameter to slip snugly over the end of the overflow pipe. Curl this rubber tubing just once around the inside of the filler-pipe, so that a downward spiral is obtained. Be careful to avoid kinks, which would retard the escape of steam. Through this circuitous route water can hardly splash out. Yet surplus water from expansion, or steam, can be forced out as usual. This is the purpose accomplished by an elaborate device on one of the famous European cars.

In New York State fire extinguishers must be carried as a part of the equipment on all omnibuses with a capacity of ten or more passengers.

WORN ENGINE BEARINGS

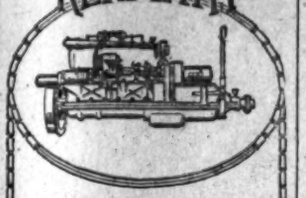
Worn engine bearings can be detected by the oil gauge pressure. As the bearings wear the oil circulates more freely and the pressure drops. If a persistent drop in pressure is shown on the gauge and the regulator is known to be right, it is safe to assume engine bearing wear.

Keep Your Tires Properly Inflated

Running on under-inflated tires is a dangerous practice. Soft tires make steering difficult, consume more power and may more easily be pulled off the car than when properly inflated. When a car is traveling at a high speed and throws a tire it is extremely dangerous. Aside from the danger, running on soft tires is needlessly expensive. It quickly destroys the cotton fabric of the tire and shortens its life.

The shortage of labor has resulted in an increase of more than 50 percent of tractors on farms in Pennsylvania, the present number totaling 6823.

KERMATH



Marine Engines

Economical—Standardized

Enthusiastic owners claim that the Kermath Marine Engine will run twice as far as other engines on the same amount of fuel.

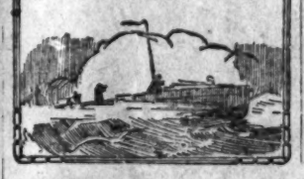
Kermath engines are standardized throughout. Every part of every Kermath from 1912 to 1921 is interchangeable. That is why Kermath service has become famous.

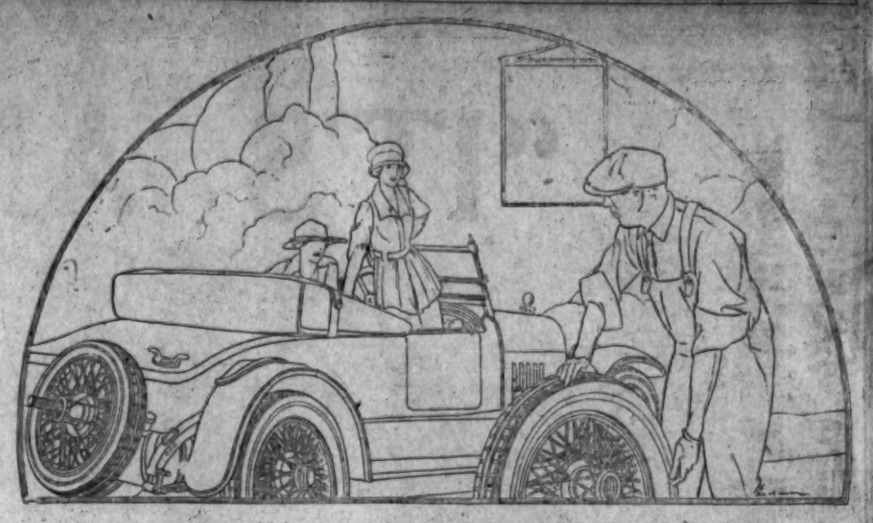
4 to 40 H.P. 4 cylinder, 4 cycle Engines only.

Price: $230-$1,650, Detroit.

Jardin, Matheson & Co., Ltd.
(Shanghai, China)

Kermath Manufacturing Co.
Detroit, Michigan
Cable Address: KERMATH.



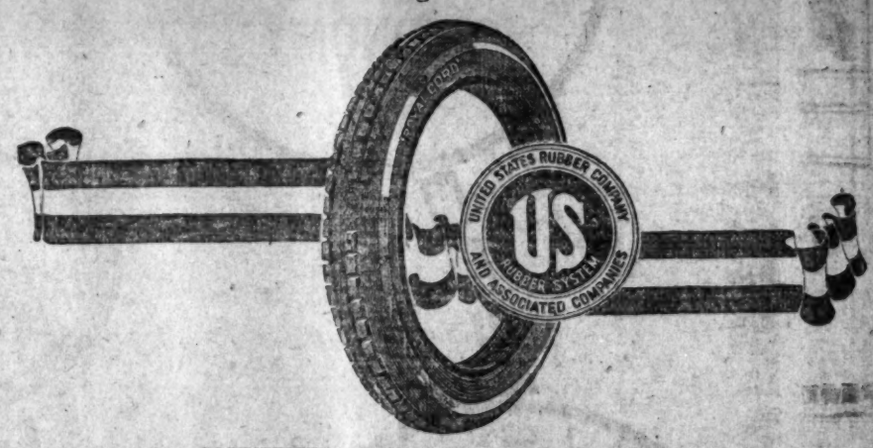


ROYAL CORD TYRES

The United States Rubber Company stands squarely behind every seller of Royal Cord Tyres in China.

Standardize on Royal Cords for economy and freedom from constant tyre annoyance and expense.

SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.
Distributors.
36 Bubbling Well Road.



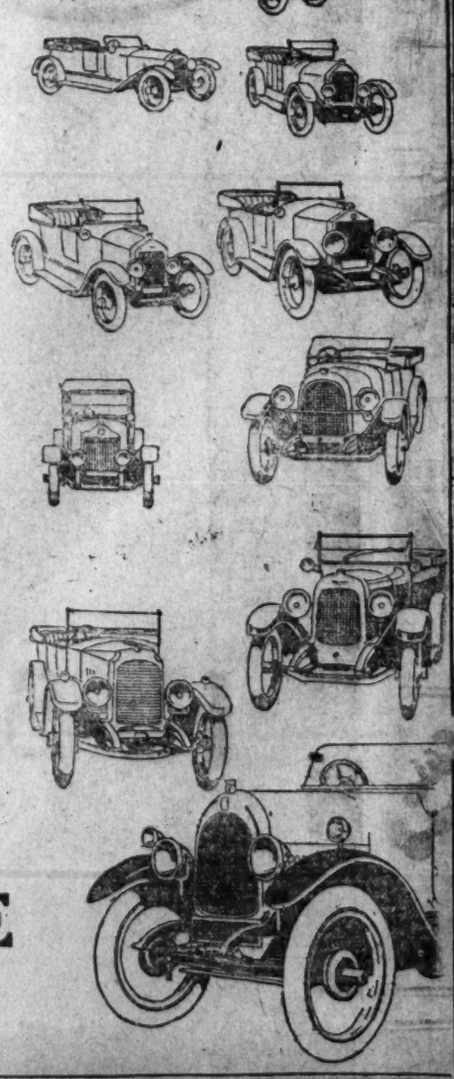
Used Cars Are Our Specialty!

CONSIDER THE SAVING AND SERVICE IN ONE OF OUR

GUARANTEED USED CARS

We have for immediate delivery

Hupmobile	5 Passenger	Touring	(1920)
Essex	5 „	„	„
Dodge	5 „	„	„
Buick 6	5 „	„	(1919)
Buick 6	5 „	„	(1920)
Premier (sport model)			(1919)
Renault 16/18 H P			(1920)
Overland 90 5 Passenger			
Buick 4 5 Passenger			2 tops
Buick 6 Roadster			(Calif. top)
Dodge	„		(1919)
Studebaker	„		(detach. top)
Buick 4	„	4 brand new tyres	
Overland 90			Limousine
Chandler			„
Essex			„
Dodge			„
Buick 6			Sedan (home made)



We Are also in the Market to Buy Slightly Used Cars

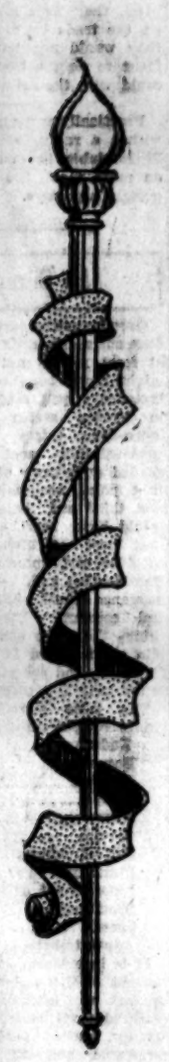
Or if you want to exchange your present car for a different make or model, we will trade with you on a fair and square basis.

THE AUTO CASTLE
(HEIMENDINGER BROS.)
Phone C. 402 SHANGHAI 228 Ave. Joffre

INSURE your MOTOR CAR

Java Sea and Fire Insurance Company
8 Ezra Road, 1st floor. Tel. 76
LIBERAL CONDITIONS AND MODERATE RATES

Studebaker
LIGHT-SIX



STUDEBAKER manufactures in its own plants nearly every vital part entering into the manufacture of Studebaker automobiles. Such a policy not only insures a consistant standard of quality, but because parts-maker's profits are eliminated Studebaker is able to offer the maximum of automobile values at the lowest prices.

See the Light-Six—it embodies the ultimate of automobile values—now on display at

THE
SHANGHAI HORSE BAZAAR
AND MOTOR CO., LTD.

33 BUBBLING WELL ROAD, SHANGHAI

Garage Telephones: W. 1641, 1642, 1643

Studebaker
LIGHT-SIX

British Railways Want Right To Operate Motor Lines Also

Transportation interests of the United States are showing a great deal of interest over recent developments in England having to do with a proposition to permit the railway companies operating there to enter into the business of freight hauling by motor truck. The interest in America, according to C. C. Eichelberger, manager of the Mack-International Motor Truck Corporation, distributors for Mack trucks, is due to the fact that American railways already are conducting investigations, and in some instances, making experiments having to do with transportation of freight and passenger over the highways by motor.

Granting franchises for motor freight and passenger transportation in a number of the states has been opposed by railway interests and protection for rail transport. But if the experiments in this country and abroad prove satisfactory it does not require any stretch of imagination to picture railway ownership and domination of highway shipping if permitted.

A committee was appointed by the British minister of transport to inquire and report whether it is desirable that the railway companies should have general or limited power to carry goods by road, and, if so, what, if any, conditions should be attached to the exercise of this power.

THREE VARYING REPORTS

Three reports expressing different views have been made by the committee. One recommends that railway companies should be given the right to run road services under certain restrictive conditions. Another recommends that the railway companies should not be given general or limited power to carry goods by direct road service. The third states that nationalisation of all forms of transport is the only complete solution, but failing that, declares against the powers sought being granted on the ground that it would be likely to lead to a monopoly dangerous to the public interest.

The first report states: "One of the objections to the granting of general powers to railway companies to carry goods by road was that it would have the indirect effect of increasing the power of the railway workers' unions, and that, in the event of another railway strike, it would be more difficult for the government to cope with such an emergency by reason of the greater power of the National Union of Railwaymen, and by the diminution in the number of independent carriers on roads. This objection is in our view one with which we need not deal in this place. It was pointed out that what is called the Triple Alliance still exists, and it is clearly not for us to suggest means by which this country is to be governed in case of any such large sectional disturbance." This paragraph, with the exception of the final sentence, is also included in the second report.

The committee members who signed the first report state that the railway companies have given assurances that they have no intention to attempt to obtain a monopoly of road transport by cutting rates, but restrictions should be imposed which would make such a thing impossible. A considerable bulk of good paying traffic was being diverted from the railways which they desire to recover. They said: "Some of our colleagues seem to think that it would be desirable to allow railways with their present powers to fight out, by means of competition with the independent carriers by road, the question of which was the fitter to survive, and think that there would be no injustice done if the same fate befell railway companies in the future that befell stage coach proprietors and the owners of canals in the past. But we cannot contemplate such a fate for the railways of this country, which possess a nominal capital of $6,500,000,000 without seeing that such an end to railway enterprise would mean widespread ruin and a national crisis from which the state could scarcely hope to recover."

WOULD MAKE 'EM COMPETE

"In our view," the second reports say, "although to some extent traffic has been diverted from the railway to the roads by means of independent carriers by road, that traffic in no sense belonged to the railway companies, but is the legitimate extension of the business of the old road haulage contractor. It is ancient history that the railroads, by reason of the greater facilities they afforded have diverted traffic from stage coaches and other horse-drawn road vehicles and from canals. If the internal combustion engine as applied to vehicles running on the road does divert traffic from the railways, the companies are only suffering in their turn what happened to the stage coach proprietor, road haulage contractor and the companies owning canals.

"In our view only those are entitled to traffic who can carry it the best and cheapest, and therefore we are not prepared to recommend that a railway company should begin, under the powers of an act of Parliament, an entirely new trade. We are satisfied that the competition between the independent road haulers and the railway companies has resulted in benefit to the public. In our view, railway companies, if they are prohibited from carrying direct by road, would be induced by the competition of legitimate road haulage to give better facilities on the railways, and to fix their rates at a reasonable level. If, on the other hand, they were allowed to carry on the trade by carriers by road, they would not have the inducement to do the best they possibly could with the railways."

Practically every point of interest within a radius of 75 miles from Philadelphia is distinctly marked on more than 800 miles of important highways.

The Scrap Pile

Questionnaires certainly will produce some extraordinary results, or at least results not exactly what might have been expected. For instance, a poll made of motorists in twenty states and covering more than thirty makes of cars revealed that most of them regarded endurance of a car as the first point, economy second, comfort third and price fourth. It would have been our expectation that most of them would have specified performance as the first classification and, of course, performance would include economy and comfort. Perhaps all the things there are about an automobile are included in the word performance, and for that reason that is too general a term.

The table shows the buying points by percentages as follows:

Endurance	15
Economy	14
Comfort	9½
Price	9½
Appearance	8
Service	7½
Hill climbing	7
Flexibility	6½
Indorsement of others	6½
Specifications	6
Speed	5½
Appointments	5

It is interesting to note that 23 percent of the motorists polled expressed an interest in specially featured parts, such as motors and springs, but 48 percent were not interested and 29 percent noncommittal.

One practice that the police will do well to prevent is that of motorists turning their cars in the middle of a block. It leads to a great deal of confusion and delay in traffic, and, unless the driver is very expert and can get around in one switch, he jams things up for himself and everybody else.

Some day somebody is going to be arrested and fined for reckless walking.

One of the greatest sources of danger to other drivers is the incompetent car operator on a hill. There is nothing worse than to get in back of some one who bungles a climb. Just about the time when you believe it is all right to step on it a little bit and take advantage of the engine's power on the hill some one ahead lets his engine fail, and immediately there is a mess.

One of the things for which intending operators ought to be examined is their proficiency in handling an automobile on a grade. The examiners at the Secretary of State's Bureau ought to take the candidates over on San Juan Hill and let them see what they can do there. It is easy enough to shift gears and to control a car on the level, but it is the management of a machine on a hill that is the best tip-off on the below-the-average driver.

Short Cut To Grind Valves Worth While

In cases where a badly pitted valve requires grinding here is a short cut. Cut a piece of emery cloth in dimensions a little bit wider than the valve seating and twice as long and then double it over so that both surfaces are cutting surfaces. Next cut a hole in the cloth so that the valve stem may be passed through and the emery cloth brought close up against the valve head. The valve is then placed in position for grinding under comparatively high pressure. Both sides of the emery cloth will conform to the valve turns and the emery cloth remains stationary, the valve will be ground on the upper emery, whereas, if the cloth revolves the valve seating will be ground on the ower emery.

The largest prices decline of 1920, as estimated by the New York Federal Reserve Bank, was in rubber, which fell 53.5 percent.

Vaseline Prevents Corrosion

The car owner should not forget that ordinary vaseline is perhaps the best medium available for coating battery terminals and connecters. The vaseline has the great advantage of preventing corrosion from acid or water that may have been spilled.

Try To Figure It Out Yourself

Here's one for the mathematician:

Recent reports show that there are about 8,000,000 automobiles in use in America—with a population of approximately 105,000,000. That is one car to practically every 13 persons. Using as a basis four persons to a family, it figures around one automobile to every three and one-third families.

If those 8,000,000 automobiles save but one hour a day of the time of each user, then the automobile, as an institution, saves for the people of this nation 300,000,000 eighthour working days per year (based on 300 working days to the year).

Placing a value of $10 per day upon the time of the average automobile user, it means an economic saving of $3,000,000,000 per year for the nation. This totals $20,833 a minute—or $347 a second—based on 300 working days per year of eight hours each.

If each car averages a mileage of but 15 miles per day, the automobile adds 120,000,000 miles of transportation per day to the commercial and social activities of the people of the nation; or, based on a 365-day year, it gives us the staggering total of practically 44,000,000,000 miles of transportation per year. This gigantic mileage is the equivalent of more than 7,000,000 round trips per year between New York and Seattle.

Station As Clearing-House

A union station in Los Angeles is used exclusively as a clearing-house for motor stage lines, a total of 250 auto busses leaving the depot daily. All cars, as they arrive, are inspected before going out on the road again. If adjustments are found necessary the cars are moved into the service station.

INDICT TOWN FOR NEGLECT

The town of Reading, Mass., has been indicted on a charge of criminal neglect in failing to maintain a highway in a proper manner. The Middlesex county (Mass.) grand jury brought the indictment. The town was indicted under a statute that provides that a city or town must keep its highways reasonably safe and convenient for public travel.

New Flat Treads Will Be Produced By Mohawk Plant

Latest Tire Development Is Detailed By Sales Chief Of Company

Announcement has just been made by the Mohawk Rubber Company of Akron, Ohio, of a new flat tread cord tire which, it is claimed, marks another long step ahead in tire mileage.

M. E. Mason, sales manager of the company, says that it has been their opinion that the increase in tire mileage from the 3500-mile tires of a decade ago to the 10,000-mile tires of today has been won not by radical changes or mysterious discoveries, but instead that the advance has been made little by little, due to careful study and improvements in the details of manufacture.

"This new Mchawk Cord Tire," says Mason, "is really the result of three years' work along this line. It is hard to say anything about the new tire that sounds sensational, or even makes a good story, except perhaps that from the result of the past two years' mileage tests the new tire is simply a cord tire.

"Little by little we developed a cord carcass that proved to be a good deal stronger than the average, and able to stand up under an immense number of miles of wear.

"With this accomplished, we worked out a way of putting considerable more rubber, and tougher rubber, on this carcass than has been accomplished before.

"A new form of tread was designed—a tread with a broad, flat surface that enabled us to pile considerable extra rubber on the part of the tread where the wear comes and yet retain the desired flexibility in the side walls."

The island of Java is 680 miles long and has 40,000 kilometers of good roads.

COAT TAILS MAKE OVERALLS

The tails of a duster coat designed for automobiles can be wrapped around a wearer's legs and buttoned to form loose trousers.

"Florence Harding blue" has been adopted as a color decoration for automobiles.

HIGHBALLS:

There's nothing like one of our pure air highballs for your tired and thirsty tyres.

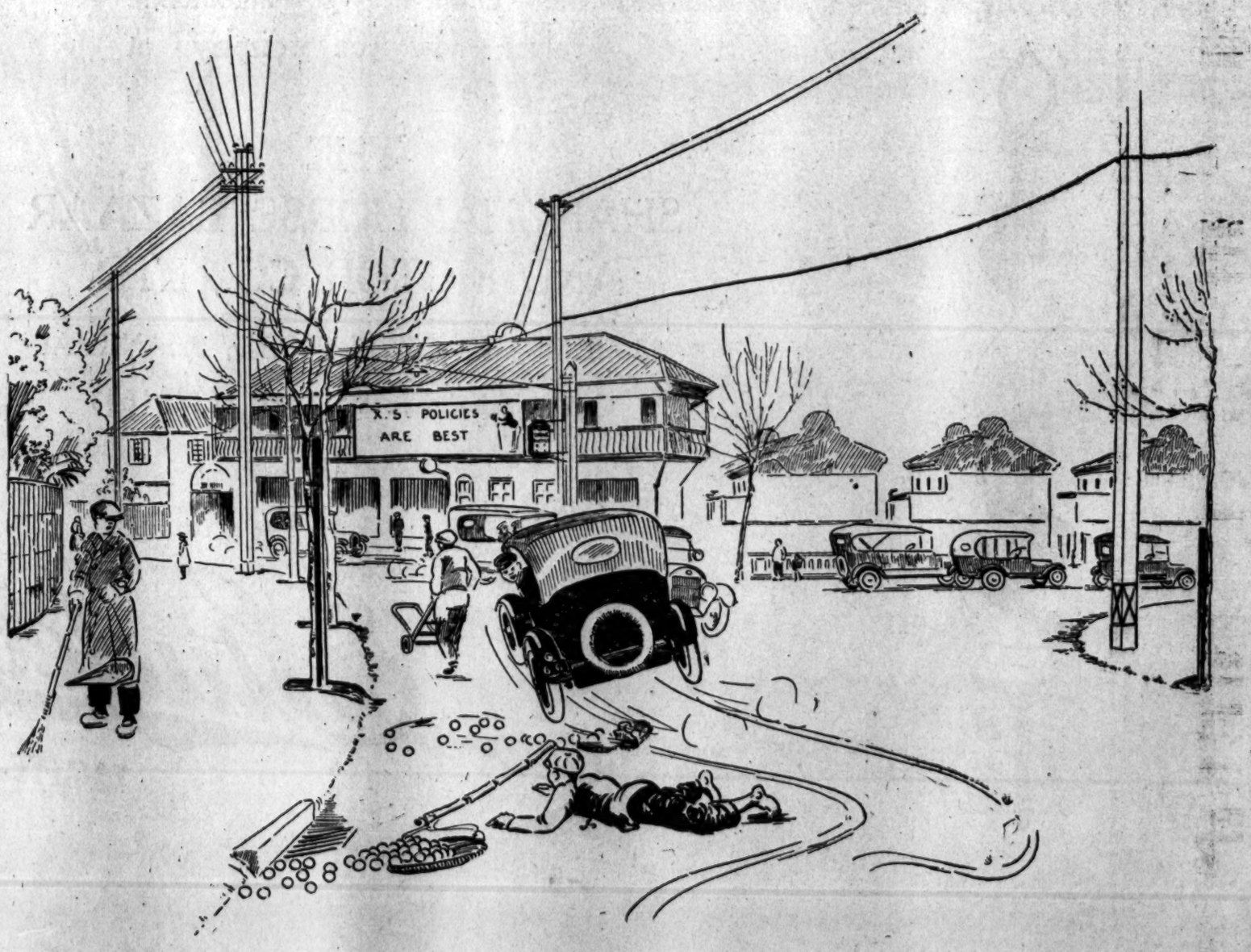
Our distilled air is strictly within the law—and yet there is plenty of kick to it.

H. S. Honigsberg & Co., Inc.

MODERN VULCANIZING
Air is Free
But
it pays big Dividends
when used in your tyre right'y
HONIGSBERG & CO. INC

Manager, Tyre Department.

WE NOT ONLY SELL PENNSYLVANIA TYRES-BUT WE ALSO SEE THAT THEY SERVE YOU.



ONE GOOD TURN DESERVES ANOTHER

China × Press × Sports

SHANGHAI, SUNDAY, AUGUST 7, 1921

NAVY BEATEN 16-1 BY HARD HITTING LOCALS

Snyder Not So Effective As In Game Of One Week Ago

SMITH TWIRLS FOR S'HAI

Beans A Sailor And Forces Over The Navy's Sole Run

Shanghai ball players had a good batting practice yesterday afternoon in preparation for their approaching series with the Ninth Cavalry when they pounded out fourteen healthy safeties in their game with the team off the Gunboat Wilmington. The barrage netted 16 runs. The sailors scored but one.

The typhoon-like wind which swept across the diamond helped hits to fall safe for Shanghai, but also, it allowed a hit or two to the sailors, so it was all even-up at the end.

Snyder, pitching for the Navy Was not nearly as effective yesterday as he was a week ago when he had Shanghai's first team held to very few hits and fewer runs. He seemed to be working his off-side delivery as per usual, but Shanghai just naturally seemed to be meeting it.

The game as the final score tells, was a walkaway for the local team. Five runs scored in the second inning was enough and more to win the day. But five more were added in the fourth, and then six stragglers piled up on that in the later innings.

SMITH NEARLY SHUT 'EM OUT

Smith pitching for Shanghai might have had a shutout but for a period of wildness in the fifth. Sailor Smith got to first on a single, stole second, and took third when Crow let Griffith's throw pass on into center field. Kois got on when Shanghai undertook to catch Smith off third. Then our own Smith lost control, or his nerve, one or the other. He was either pitching out to Snyder fearing a squeeze or else he couldn't locate the pan. He walked the batter filling the bags, and he hit Welch, the next man at bat forcing over the only run the Navy had a chance to register. The next two men were easy outs.

Brad Crow, who was handling the team in Capt. Wilhoit's absence over the week end, gave every man in uniform a chance to work. Hendrickson, who has been under the weather for some weeks came out and worked five innings. He is in shape again to play. Another newcomer was Posner, the star player of the Gunboat Quiros team, who has checked out of the navy and come to Shanghai to stay. Posner covered second base the last three innings, and handled himself well. He is a welcome recruit for the Shanghai team.

The box score follows:

THE BOX SCORE

SHANGHAI	AB	R	H	PO	A	E
Merrill 1b	6	1	1	14	0	0
Ladd 3b	2	1	0	1	2	0
Hendrickson 3b	3	0	0	2	2	0
Pruitt rf	6	1	1	0	0	0
Roeser cf	4	2	2	0	0	0
Sperry lf	3	2	2	0	0	0
Nelson lf	2	2	0	1	0	0
Crow 2b	5	1	0	0	2	1
Posner 2b	1	1	1	0	0	0
Smith p	6	4	3	0	1	0
Wolfe ss	4	0	2	2	5	1
Griffith c	6	1	2	7	0	0
Totals	48	16	14	27	12	2

WILMINGTON	AB	R	H	PO	A	E
Kois 3b	4	0	1	1	2	0
Snyder p	3	0	2	0	4	0
Welch ss	3	0	0	5	7	2
Yarwood 1b	5	0	0	17	0	1
Kellar cf	5	0	1	0	0	1
Mongan lf	4	0	0	0	0	1
Butler rf	4	0	0	0	0	0
Smith 2b	4	1	2	3	5	0
Wells c	3	0	0	1	1	0
Totals	35	1	6	27	19	5

By innings—

SHANGHAI
Runs, 0 5 0 5 0 1 2 0 3—16
Hits, 0 2 2 3 1 3 1 0 2—14

WILMINGTON
Runs, 0 0 0 0 1 0 0 0 0—1
Hits, 2 1 0 0 1 0 1 0 1—6

Summary: First base on errors—Shanghai 4, Wilmington, 1. Left on base—Shanghai 9, Wilmington, 11. Two base hit—Sperry. Home run—Roeser. Stolen bases—Snyder, Mongan, Smith 2, Ladd, Roeser, S. F. Smith. Struck out—By Smith 7, by Snyder 2. Base on balls—Off Smith 4, off Snyder 3. Passed balls—Wells 4. Hit by pitched ball—Ladd, Welch 2. Umpires—Ross and Hoag.

SPORT AND STAGE
BY DOMINO

RHYMES OF THE TIMES

The Civic League would like to get
The Salaries Commission
To tell them wages gross—not net—
(With no thought of sedition)—
The landlords and their higher rents
Also receive attention,
In open air
The League would dare
To air their big contention.

* * *

The baseball fans are ill at ease
Because they're panned for rooting;
The Portuguese do as they please
At tennis and at shooting;
The cricketers are going strong,
And crowds are playing polo,
But "Shot" says "Gee!
At Lawn Bowls see
George Dunlop win the solo!"

* * *

Though Ichang now is filled with deeds
Of bloody revolution,
And Canton with its struggles needs
A permanent solution,
There's one bright spot in this sad world
For saint as well as sinner—
At Mokanshan
I see you can
Get quite a hotel dinner.

* * *

I think the Germans daily grow
Less truculent and wiser,
They find to pay just what they owe
And keep away the Kaiser
Is better for their happiness,
And now to stop a seizure
French troops can fly
And occupy
That part known as Silesia.

* * *

The plans for a disarmament
Are fine, and should save billions,
But in the British Parliament
They vote two forty millions
To make the navy fit to stand
'Gainst enemies to progress,
Prepare for war—
You may be sure
That combatants will grow less.

* * *

MISS ELEANOR HABER

Next Tuesday evening at the Astor House, at 9:15 by the clock, and in that spacious pavilion, or palm court, or summer garden, or whatever you like to call it, Miss Eleanor Haber will provide fifty minutes of facial exercise that ought to beat the ordinary face massage into a dry shampoo.

Her idea is to present types of women that are to be met with at all times, in all ages, and at all places. She is a woman, and a distinct type herself. She takes notice, but her vision is not compassed with the latest style of hat, or the cut of the lowest frock. She looks beyond the mere outward things and seeks to portray the active workings of the feminine mind. There is no doubt she is very clever at her work. If she were not, she would never have found a place on the top of Orpheum Circuit bills, and she would not have filled the hall and kept her audience thoroughly interested—thrilled at times, and amused at others—when she appeared here a few months ago. Miss Haber refuses to give anything serious this time. She is convinced that the temperature is serious enough for anything, and so she will devote herself to giving the light side of feminine comedy.

"Keeping a seat at a Benefit" will be one of the numbers. Have you ever tried to assert your right to a certain seat when a lady has arrived there before you. It is maskee the number on the ticket, or the number on the seat. Let them agree to the decimal spot and still the lady will protest that she has gotten there before you and that you are reading the number backwards. I fancy keeping a seat at a benefit is good enough to take a seat next Tuesday. "Help," another item on the program, is written by Miss Haber. It deals with the troubles of getting a domestic in America, or in any place except China. We can enjoy the piece because the greatest inconvenience we have to put up with is only the squeeze of the cook; the finger in the soup of the boy; the constant new broom of the coolie; and the love affairs of the amah. But there are many types of women, some are ladies and some are just

(Continued on Page 2)

Carpentier's Campaign In Fight Was Serious Mistake

Looking back over the battle as it was fought, it seems that whoever mapped out Carpentier's campaign, whether it was his manager, Francois Descamps, or Carpentier himself, made a serious mistake. Although he proved beyond question that he could fight as well as box, the Frenchman is essentially a boxer. He is more of the type of Jim Corbett, although possessing a more potent punch in his right hand than any of the heavyweights who have flashed across the pugilistic horizon since Gentleman Jim ruled the roost. Since Georges's forte is his boxing ability, he should have elected to box Dempsey rather than fight him. At the start of the second round, when Carpentier changed his tactics for a brief space, and at other periods during the bout, when he chose long range work, Georges had much the better of it. To the critical eye, it was evident that Dempsey was not in the same class as a boxer. For this reason it seems that had the challenger pursued boxing tactics instead of carrying the fight to the champion he would have fared far better, and his chances of ultimately winning decisively would have been materially enhanced.

SUITED DEMPSEY PERFECTLY

Instead of this Carpentier fought just as Dempsey wanted him to fight. His plan could not have suited the champion's style better, and Jack himself arranged his opponent's ring campaign. Carpentier showed conclusively that his speed of foot would have kept him beyond the range of Dempsey's damaging body blows indefinitely had he been content to jab with his left and get away. Dempsey would have experienced great difficulty in catching him or cornering him. But Carpentier chose to come to Jack and trade punches with him. It was a fatal error, and one which, no doubt, he is now reflecting upon in painful silence.

It has been suggested that Carpentier's plan was selected because of the fact that the laws of New Jersey do not permit the referee to render a decision. There were just two ways in which he would win the title. He had either to knock Dempsey out or win by a foul. The latter possibility seemed remote, and Carpentier decided that if he were to win by a knockout it would have to be scored early and he would have to crowd the champion to make an opening through which to drive his sleep-producing right.

To those who watched the fight closely and who carefully studied the work of the two men, it seemed that Carpentier might more effectively have attained the much-sought opening by boxing at long range. A study of the early part of the second round supports that contention. It was then that Georges danced about the champion, heckling him with a left jab that finally forced the opening for the challenger's right. When it landed Georges was within one more punch of being heavyweight champion of the world. Just one more heavy right to the jaw, and Jack would have been dethroned. But by boring into the champion Georges left his body open for Dempsey's terrific and strength-sapping short left and right hooks that finally so weakened the challenger he could no longer assimilate punishment and remain on his feet.

THE CASE OF CORBETT

It was by jabbing and staying away that James Corbett defeated John L. Sullivan in their memorable battle in New Orleans. Corbett, too, had Jim Jeffries cut into ribbons by pursuing the same tactics when they clashed at Coney Island in 1900. Veteran fans will recall that, for twenty-two rounds, Corbett stabbed and jabbed Jeffries; that the latter was powerless to reach Corbett in a vital spot. Then Corbett made the fatal mistake of coming to Jeffries and Jeffries won by a knockout in the twenty-third round.

The fact that the Dempsey-Carpentier bout was a no-decision affair and that it was limited to twelve rounds should not have caused Carpentier to discard boxing in favor of fighting. His only chance lay in keeping beyond Dempsey's body blows and when Georges came in close he threw this chance away. Carpentier possesses a very fine left hand and there is not the slightest doubt that it would have caused Dempsey no end of worry had the Frenchman jabbed away with it and then hopped backward out of range. It might not have been the means of beating Dempsey, for regardless of what tactics Georges pursued the belief obtains that Dempsey would have succeeded in winning, but certainly it would have enabled the Frenchman to make a more impressive bid for the championship.

CRICKET CLUB "A" ELEVEN WINS MATCH OVER MACHINE GUN COMPANY BY 181-137

Hayward Knocks Up 54 For Gunners; Day And Allison Each Capture Four Wickets, Roberts Two

M. G. Co. XI v. S. C. C. "A" XI

The match between the M. G. Co. XI and S.C.C. "A" XI yesterday provided a more interesting match than the game between a weak "B" XI and the Parsee C. C. who rather swamped their opponents.

Playing on the S.R.C. grounds, the Gunners won the toss and elected to bat and thanks to a fine 54 by Hayward, their score closed at 137, Day and Allison being the most successful bowlers, each capturing four wickets, Roberts claiming the remaining two.

Hayward's 54 was got in good style; though an easy chance was not accepted before he had reached double figures, his score included several fours, the hard ground and small boundary accounting for fast scoring. The next three batsmen each got into double figures but when they had retired, the remainder could do little, only collecting 23 runs between them.

Allison and Day bore the brunt of the bowling, the former's analysis of 4 for 33 being easily the best—the high wind made bowling difficult, the ball swinging considerably.

Shortly after four o'clock, the Club opened their innings with Simpson and Mancel-Smith, who utilised his long reach and score a steady and forceful 43. Roberts and Bichard made a fine stand putting on over fifty runs, Roberts making top score with 48.

Bichard, who scored the winning hit, batted very steadily for 29, his off drive being a useful scoring stroke. The remainder did little, Allison falling a victim to Hayward, who doffed the pads and gloves and with a "googlie" disposed of him when he had only scored 7.

Leach did most of the bowling, his 14 overs including five maidens, his three wickets costing a trifle over 10 runs each.

Scores and Analysis:

M. G. Co. XI.

Hayward, b. Roberts	54
Piercey, b. Day	18
Leach, b. Allison	17
Baker, b. Day	18
White, b. Roberts	5
Dutholt, b. Allison	0
Murphy, c. Simpson, b. Day	6
Goldman, b. Allison	4
Underwood, b. Day	8
Sparks, c. Leslie, b. Allison	0
Hawes, not out	0
Extras	7
Total	137

Bowling Analysis

	O.	M.	R.	W.
Day	10.5	0	51	4
Clifford	2	0	12	0
Allison	14	4	33	4
Roberts	6	1	19	2
Mancel-Smith	3	1	15	0

S.C.C. "A" XI.

Simpson, c. Baker, b. Leach	6
Mancel-Smith, c. White, b. Leach	43
Clifford, c. Baker, b. White	22
McMeekin, b. Leach	11
Day, c. Goldman, b. Sparks	8
Roberts, b. Hawes	48
Leslie, c. Goldman, b. Sparks	0
Bichard, c. Underwood, b. Hawes	29
Allison, b. Hayward	7
Smedley, did not bat	0
Langley, not out	0
Extras	7
Total	181

Bowling Analysis

	O.	M.	R.	W.
Leach	14	5	32	3
Dutholt	8	0	41	0
White	3	0	18	1
Murphy	6	1	27	0
Sparks	2	0	18	2
Hawes	3	0	16	2
Underwood	2	0	16	0
Hayward	0.4	—	6	1

Pigeon Club Holds Shoot Today at 4.30

The Holliday Cup trophy of the Shanghai Clay Pigeon Club will be competed for this afternoon. The conditions provide 40 birds shot from Leggett traps, under a sealed handicap, drawn up by the donor of the cup. A part of the competition also will be shot under Murray Cup conditions. The shoot commences at 4:30 o'clock.

The interport shoot for the Murray Cup which usually is held on August 13, has been postponed to September 14, in view of the deeply regretted death of Mr. Frank L. Fearon, who was one of the best shots on the Tientsin team and in former days a prominent member of the Shanghai Gun Club.

SHANGHAI AND SOCONY TEAMS PLAYING TODAY

Hong Leaguers Will Have One Of Big Club's Batteries To Make It Good

This afternoon's program of baseball at the Race Course diamond, while more in the nature of a finishing touch of training for the Shanghai team in preparation for the series with the Ninth Cavalry which commences Tuesday afternoon, may furnish a good afternoon's entertainment.

The No. 1 local team is scheduled to play the Socony Baseball Club, which represents the Standard Oil Co. in the City Hong League. The Socony club is touted as the strongest of the Hong Leaguers, and in addition will have one of the Baseball Club's best batteries working for them.

The idea of giving a strong pitcher and backstop to the Hong Leaguers is to give Shanghai batsmen something strong against which to bat. The man throwing for Socony today will put everything on the ball that any Cavalryman ever had, and the Shanghai batsmen will take their final training on that class of twirling.

The Socony team today, aside from the battery, consists of the following men:

Schilling, 1B
Passos, 2B
Sprague, 3B
Wokosin, SS
Christy LF
Mitchell CF
Graham RF

The game will be called at 4 o'clock sharp.

County Cricket Matches For Aug. 5

(Reuter's Service)

London, August 5.—In county cricket matches concluded today the results were as follows:

At Clifton.—Hampshire beat Gloucestershire by an innings and 52.

At Canterbury.—Kent beat Middlesex by 243.

At Weston-Super-Mare.—Glamorgan led on first innings in a drawn match versus Somerset.

At Birmingham.—Warwickshire led on first innings in a drawn match versus Worcestershire.

At Leicester.—Yorkshire led on first innings in a drawn match versus Leicestershire.

At Northampton.—Derbyshire led on first innings in a drawn match versus Northamptonshire.

All the last four matches were abandoned owing to rain.

Davis Cup Doubles Won By Australasia

(Reuter's Service)

Pittsburg, August 5.—In the doubles match in the Davis Cup contest between the British Isles and Australasia, Anderson and Todd, Australasia, beat Woosnam and Turnbull, British Isles, 4-6, 9-7, 4-6, 6-2, 6-4.

Rain Stops Aussie-Lancashire Match

(Reuter's Service)

London, August 5.—The match between the Australians and Lancashire at Liverpool has been abandoned owing to rain.

Police Tennis Men Meet Chinese Today

A match has been arranged and will take place this afternoon between the S.M.P. and the Nanyang College Old Boys at Sinza Police Station, at 4 p.m. The following pairs will represent the Police:

W. Hotchkiss	H. J. Jefferson
J. Clissold	J. Quayle
G. Holt.	J. Adams
A. Cameron.	J. Mason.
A. M. Carnell	R. W. Yorke
W. Kay.	T. Foley.

Six pairs are looked forward to and all Police players are invited to attend.

Far From A Parlor Game

International

"Snowy" Baker, the well-known Australian sportsman, is now in Los Angeles showing the natives a few of his country's favorite pastimes. He is here shown illustrating the game of dismounting an opponent with a whip. The victim is James Warwick, a fellow Australian. Quite a stunt, you will agree.

Ball Players All A.W.O.L. At Fight, Game Is Called Off

Jersey City-Newark Fans Wait In Vain; Jobless Boxing Enthusiast Goes Hungry To See Bout And Collapses In Arena; Other Sidelights Of Mill

New York, July 3.—A crowd of baseball fans sat in the grandstand of the Jersey City ball park yesterday waiting for the game to begin.

Game time slipped by and not a player had appeared in either the Jersey City or Newark uniform.

"Play ball!" yelled the impatient rooters. "Bring out them teams and play ball!"

The announcer solved the problem of the missing athletes when he strode to the plate half an hour after the umpire was to have called play in the first game of a scheduled double-header. Lifting his megaphone to his lips, he shouted:

"Today's games postponed. All the players of both teams are at the big fight."

The fans got their money back.

* * *

One of the most enthusiastic fans in the big arena was Charles Rosenblum, a seventeen-year-old newsboy of Memphis, who propeled himself through the gates in a wheelchair. Both of Charlie's legs were amputated above the knees. He was accompanied by his mother, who saw New York for the first time through her crippled boy's generosity. They occupied $5.50 seats.

* * *

An indication of the ardor of the fight fan was found in the case of John Curwin, of 240 Pacific Street, Jersey City, who collapsed in his seat in the $5.50 block. He told attendants who revived him that he was without a job and went without dinner Friday night and breakfast yesterday, so that he could buy a ticket for the scrap. He was taken to Jersey City Hospital, his craving unsatisfied.

* * *

What is a title go without its man of mystery? One turned up yesterday. He was a popular chap, who might have been a Mexican. He refused to talk to anybody. Dressed in cowboy clothes—a black sombrero, blue overalls, leather jerkin, blue flannel shirt and black shoes—he carried a roll of bills as big as a loaf of bread in his shirt pocket. He made no effort to conceal the money, even when warned that it might be lifted.

* * *

And there was a woman of mystery, too. She was a French woman, dressed in black, and held a place up near the front of the $5.50 line, where she sat on a soap box. She spoke no English and continually repeated Carpentier's name. She frustrated an effort by photographers to "shoot" her picture by drawing a black cape up under her eyes.

* * *

A "flivver" bowled up to one of the gates just after daybreak, and two husky sons of the West alighted. They were Louis Haskell, of Des Moines, Iowa, and Kid Griffin, a boxer, of the same town, and they had driven all the way

(Continued on Page 2)

PARSEES BEAT S.C.C. 'B' XI IN EASY FASHION

Disaster Overtakes S.C.C. Early In Game—Final Totals 160-62

Batting first on the Club ground the S.C.C. "B" team opened with Thomson and Lindop but disaster overtook them early—Thomson, who was batting in a delightfully easy style and doing most of the scoring, putting one back to the bowler when he had 13 to his credit.

Lindop adopted his usual defensive attitude, but soon had to go. It fell to Rawsthorne to stop the appalling rot that set in, and his twenty-one was invaluable to the side, though somewhat unorthodox.

Divecha and Daji bowled unchanged throughout the innings, dividing the wickets between them, Daji claiming the better average.

Going in against their opponents' meagre total of 62, the Parsees opened with Bhoora and Shroff, Bhoora batting in free and easy style, scoring a useful though chancy 78, before he was stumped. Divecha with twenty two and Viccajee with 17 were the only other batsmen to get double figures, but Bhoora's score put the issue beyond doubt.

The innings closed for 160. Monk trying five bowlers, of whom Robertson with 5 for 39 showing the best average. Vine bowled very consistently; there was high wind blowing and the conditions were rather against the bowlers. The ground was very fast and fours came frequently, Bhoora claiming the only six of the day.

Scores:

S.C.C., "B"

C. E. M. Thomson, c. and b. Divecha	13
W. A. Lindop, c. and b. Daji	1
J. R. Harder, b. Divecha	0
J. Robertson, b. Daji	8
W. G. Monk, b. Daji	4
C. Brook, b. Divecha	0
S. Vine, c. Bhoora, b. Divecha	4
D. S. Hughes, b. Daji	4
S. R. Kerr, b. Divecha	5
T. Rawsthorne, l.b.w. and b. Daji	21
D. W. Marsden, not out	0
Extras	2
Total	62

	O	M	R	W
Divecha	8.1	1	39	5
Daji	8	2	24	5

PARSEE XI.

C. H. Bhoora, s.b. Brook, b. Vine	78
S. F. Shroff, b. Rawsthorne	9
M. G. Divecha, c. Monk, b. Vine	22
R. C. Sakari, b. Robertson	6
D. E. Damri, c. Rawsthorne, b. Robertson	7
M. H. Karanara, b. Robertson	4
R. Viccajee, c. Harder, b. Hughes	17
D. J. Umrigar, c. Kerr, b. Hughes	3
M. D. Daji, b. Robertson	5
R. I. Debao, not out	0
V. F. Viccajee, b. Robertson	0
Extras	9
Total	160

	O	M	R	W
S. Vine	9	—	51	3
T. Rawsthorne	7	—	27	1
W. J. Monk	2	—	22	—
T. Robertson	7.2	—	39	5
D. S. Hughes	4	—	12	1

BOWLERS NEAR RECORD IN CUP COMPETITIONS

Gorton And Irvine Rinks Win By Wide Margin In Play For Captains Prize

RINKS FINALS PLAYED OFF

Sheridan's Team Breaks Tie By Defeating Crewe Read's Rink

BY "THE SHOT"

The S.L.B. Club was out in full force yesterday when the Captains Cup Competition was decided. The conditions were, rink games and the highest winners to figure in the prize list. Quite a sporting feature of the event was the "surprise packet" decided upon before the start when it was agreed to change the order of the rinks making the first man skip and so on.

According to the scores Messrs. Gorton and Irvine proved that the Club's favorite skips were not the only pebbles on the beach and their wins came quite near to Shanghai record which I believe is 39 to 5.

As H. M. Gorton said after the match, it is the sporting spirit imbued into the game of lawn bowls, as exemplified above, which makes the pastime so popular.

In conjunction with the competition the Clubs rinks final was decided by fours skipped by O. Crewe Read and J. J. Sheridan. This game went to the latter combination after a gruelling struggle, this being the second time the teams have met. In the first game the result was 21 all and the skips decided to fight it out again.

Even in this match the scores were level at the 21st end and John's team managed to sneak the odd point at the 22nd.

At one portion of the game it looked as though Crewe Read's team would win hands down as they led by 11 points to 1. At the 20th end the winners were leading by five points only to see the opponents capture a full hand at the 21st and so tie the match. A jolly good final and my congrats go to the winners, on their success:

RESULTS

F. Banham (skip)		J. MacDougall (skip)	
J. Robertson		E. M. Reid	
S. Grundy		A. W. Starling	
J. Irvine	34	A. Paton	9
A. D. Bell (skip)		A. Taylor (skip)	
A. Stokes		J. Davidson	
P. Tilley		J. J. Keegan	
J. Mennell	18	A. Daldy	24
J. Buckley (skip)		A. W. MacAllum (skip)	
H. Manwaring		W. A. Turnbull	
W. Gerrard		H. Carter	
Dr. Robinson	6	H. M. Gorton	36
G. Dunlop (skip)		J. Munro (skip)	
R. Simmons		G. B. Stormes	
S. J. Burn		J. Unsworth	
J. Wignall	18	Gordon Wright	12
T. Harborne (skip)		J. Ross Young (skip)	
F. Large		R. G. H. Cole	
A. Jessiman		S. J. Hicks	
C. P. Dawson	14	E. Wheen	15

The club journey to Hongkew Park today to have a tilt at the Juniors who are looking forward to an excellent game, which starts at 4 p.m. sharp.

The following are the teams:

O. Crewe Read (skip)	A. Braid (skip)
Albert Taylor	G. B. Stormes
C. P. Dawson	J. Marshgreen
R. Simmons	A. Raitt
A. D. Bell (skip)	J. Ross Young (skip)
J. C. MacDougall	T. Spring
J. Davidson	F. Bridges
J. Munro	A. W. Walker
G. Dunlop (skip)	J. Burnside (skip)
T. Harborne	S. Chilver
F. Large	C. Larson
F. C. Banham	W. Featherstonhaugh
A. W. McAllum (skip)	D. McAllister (skip)
J. Buckley	P. B. Critckley
H. G. Manwaring	J. O. Barnes
J. M. Robertson	E. Smith

Reserves: G. McSweeny, H. M. Gorton, J. Irvine, W. Davies, E. Berry, and J. Carter.

Rickard Will Not Match White And Negro Boxers Now Or At Any Other Time

Tex Admits That Harry Wills Would Give Dempsey Real Battle, But He Figures Such A Card Would Stir Up Race Prejudice

Tex Rickard discussed boxing and possible future boxing bouts with remarkable frankness a few days after the big Jersey City bout. He was interviewed at Madison Square Garden. "Tex," a reporter asked, "what's this I hear about you refusing to stage a Dempsey-Wills contest? I was told last week that it was all set for Jersey City on October 12, but that you had put your foot down on it."

"Dempsey and Wills may box on October 12," replied the famous promoter, "but they will not box for me then or at any other time."

"What's the matter with the match?" the reporter asked. "It seems to be the logical one. Wills will give Jack a harder fight than any other contender in sight."

"Yes," he replied, "you are right. Harry is the toughest of all the boys who are knocking at the door of the champion. A bout between Dempsey and Wills would be a great one. But I will not stage it, nevertheless.

"Listen. If I gave no thought for tomorrow I would put on a Dempsey-Wills match and would make just as much money out of it as I did out of the great Dempsey-Carpentier contest. I probably would make more, for the gate would be almost as large and the expenses not one-third as much.

"But I'm in boxing as a permanent business. My future depends on the future of boxing. I've half a million tied up in boxing. I'm not going to take any chances on ruining the business.

"Propositions were made to me to stage a Johnson-Wills contest for the colored heavy-weight championship, a Dempsey-Wills match and a Dempsey-Willard match. For the game's sake I refused to consider any one of them.

"I will not stage any mixed heavy-weight contests. I know what happened over the Jeffries-Johnson match and how near boxing came to being killed for all time. A Dempsey-Wills match would revive all the old racial prejudices and feelings and stir up a countrywide protest against boxing. A Johnson-Wills contest would be injurious to the game. Johnson's record precludes his being a principal in any bout I put on. It would give the reformers too much ammunition.

"I'm not going to have anything to do with anything except a live sporting venture. A Dempsey-Willard match would be a massacre."

"Well, who do you consider a suitable opponent for Dempsey?"

"Bill Brennan looks to be the only heavyweight rival for Dempsey I would take a chance on," he replied. "Dempsey would break Bob Martin in two. Frank Moran certainly is no match for the champion.

"Tom Gibbons is a light heavyweight, and the logical contender for the world's light heavyweight title held by Carpentier. Ah, there's good match for you—Carpentier vs. Gibbons. It will prove a regular humdinger! The pair are evenly matched in height and weight, and the contest should be a thriller.

"Say, isn't the Frenchman a wonder? What a heart! What a punch! He's the greatest man of his pounds and inches I ever saw. Hopelessly outclassed, he gave Dempsey a thrilling go. What a battle Carpentier and Gibbons will furnish!

"Then if everything goes right I'll put on Dempsey and Brennan maybe on October 12. Columbus day, or perhaps a week or so later."

"What will you guarantee Carpentier and Gibbons?" was asked.

"I'll not guarantee them a penny," Rickard snapped. "I'm through with guarantees. "Boxers will have to gamble on things as well as myself hereafter. I'm tired of carrying all the worry and vexations on my shoulders. Hereafter I'll stage all my matches on a percentage basis. This goes for every one—from Dempsey down to Jimmy Wilde.

"Guarantees are against all reason and business ethics. Promoters have been held up by boxers long enough. It's time the boxers assumed an equal share of the responsibilities. No real fellow will shirk it."

Standings In The Big Leagues

NATIONAL LEAGUE

	G.	W.	L.	Pct.
Pittsburgh	92	59	33	.641
New York	91	57	34	.626
Boston	90	52	38	.577
Brooklyn	94	48	46	.510
St. Louis	88	43	45	.488
Cincinnati	92	40	52	.434
Chicago	89	36	53	.405
Philadelphia	88	27	61	.306

AMERICAN LEAGUE

	G.	W.	L.	Pct.
Cleveland	91	58	33	.637
New York	88	54	34	.613
Washington	95	47	48	.495
Boston	91	43	48	.472
St. Louis	91	43	48	.472
Detroit	87	40	47	.459
Chicago	91	41	50	.450
Philadelphia	88	33	55	.373

HONG LEAGUE MANAGERS ARE MARKING TIME

A. T. Co. Waiting For Tinkham; Socony Wants Permanent Organisation

Managers of the Hong Baseball League which sprang back into life a week ago, all seem to be marking time. The one game that has been played, that between the Anderson Meyer and Co. and the American Trading Co., resulted in a win for the latter, so they may be said now to be leading the league.

The Socony Club team, however, which is understood to be very strong for a Hong League, and competent to play either of the other two aggregations to a hard tussle has not yet appeared on the field. They play Shanghai this afternoon in a practice match, so that other Hong Leaguers may hike out to the park and clock 'em for an estimate of their worth.

The American Trading team is resting now on its win over the A. M. Co. club. They hope to play the Socony team next, but they will not be ready for the field again until after the 26th instant, when their pitching mainstay, Tinkham, returns from his vacation in the States. They also have lost their first baseman, Glak Fowler Hanna, by virtue of Hanna's having left the A. T. Co., to peddle automobiles for the Honigsberg Hong. The A. T. lineup, when it next appears in uniform will be: Nelson, c.; Tinkham, p.; Young, 1b.; Gale, 2b.; R. B. Nichols, s.s.; Pung, 3b.; Maitland, l.f.; Fleine, c.f.; Strawn, r.f.

The Socony Club will probably take the A. T. Club on after Tink's arrival. The Standard Oilers have a strong team, particularly as to battery, and should give a good account of themselves. They may pitch either Dennison or Arlt and have Bristow catching. The other positions will be filled by Schilling 1B, Passos, 2B, Sprague 3B, Wokosin SS, Christy LF, Mitchell CF and Graham RF.

The Hong League is not yet organised into the permanent association that is planned for it. Manager Newbery of the Socony Club who first agitated the resumption of Hong League play and a permanent organisation is hoping that other hongs will get organised on the same solid basis as the Socony club, so that the Hongs can get together to discuss plans for 1922.

Willard Anxious To Meet Dempsey

Jess Willard is willing to meet Jack Dempsey again, he said on his farm, near Lawrence, Kansas.

The ex-champion added that he was even anxious to get a chance to recapture the world's heavyweight championship, which he lost two years ago at Toledo.

Jess said it was a lucky punch in the first round that ruined him.

"I've led the simple life; I am in splendid shape today," he added.

"I would need four months for training and conditioning then I will be ready for Dempsey."

San Francisco Boy On Harvard Nine

It remained for a San Francisco boy, Henry Janin, to be the hero of the Harvard-Yale baseball series. In the first game, Janin made a home run for Harvard, which won the game for Harvard, 4 to 2, and this hit was the longest ever made on the Yale field.

In the game between Harvard and Princeton, Janin was responsible for tying the score in the ninth inning, and Harvard won out in the tenth.

Attractions At The Theaters

Perhaps the outstanding feature of the list of attractions billed here in the coming week will be the pictures of the Dempsey-Carpentier fight. This picture is to open Wednesday night at St. George's Open Air Cinema on Bubbling Well Road. The picture to be shown as an authentic reproduction on the screen of the historic title battle in which the American champion heavyweight retained his title.

Pauline Frederick's latest great success, "The Peace of Roaring River" is to open at the Apollo theater tomorrow night and will be shown for three days. "The Peace of Roaring River" is a wholly unusual story that is filled with swift action and has a strong element of human interest.

The feature offering of week-end bills at the Apollo theater will be the picture, "A Man and His Money" in which Tom Moore appears as star. This opens next Thursday night.

Norma Talmadge in the picture "Poppy" is to be the main offering of today's programs at the Apollo, matinee and night.

At today's matinee at the Isis theater the great picture, "The Son of Tarzan" from the book of Edgar Rice Burroughs is to be shown and this will be the main offering also of programs for four days beginning tomorrow night.

The screen version of George Cohan's great Broadway success, "45 minutes from Broadway," a story of 'rubes' and 'wiseguys,' is to be the feature offering of tomorrow's bill at the Isis. Charles Ray stars in this picture.

The great seven-roll spectacle "The Sack of Rome," which has been voted by critics to be one of screen masterpieces of the present day, is to be shown today on programs at the Victoria theater, matinee and night. The production is remarkable for the lavish splendor of its settings as well as for the thousands of persons who take part.

Lina Cavalieri, the noted emotional star, appears in a new production "A Woman Of Impulse" that is to be shown at the Olympic theater today and as an added attraction the Olympic bill includes also a new Charlie Chaplin comedy called "Triple Trouble."

Through the week a special entertainment is to be offered at the Del Monte cafe by James and Nellie Valenee, who are talented dancers.

Ball Players All A.W.O.L. At Fight, Game Is Called Off

(Continued from Page 1)

across country in their Ford to be in at the finish.

* * *

It was a day of jubilation for shopkeepers of Jersey City along the route to the "heres." Most of the spectators had left their homes too early to breakfast, and they swamped the eating places near the arena. Other stores also did a land office business, and Mayor Hague added new laurels to his collection. It was hard to convince the merchants that Frank Hague was not the promoter of the bout.

* * *

And Jersey City took care of her own in the matter of peddling in the streets. Several hundred street merchants of downtown New York appeared bright and early to reap some of the money being tossed away by the loose spenders, but they were in for bitter disappointment. Chief of Police Battersby and his men told them to "turn around and beat it" for the ferries. One applied to the chief for a license.

"Nothing doing," he was told. "Get over where you belong and catch the boys on the rebound after the fight."

* * *

Brooklyn divided with Jersey City the honor of sending the first $5.50 customers to the arena. Thomas Tuohey, of 625 Grand Street, Jersey City, arrived at 8 o'clock Friday night and was the first customer there. Soon afterward Sidney Weil, of 328 East Third Street, and Peter Sigler, of 532 Eastern Parkway, both of Brooklyn, made their appearance.

* * *

There were a number of stowaways in the big stands, and they were routed out only after deep thinking by the arena attendant. A thorough search had been made and the hidden men had not been discovered. Finally it was decided to wet down the seats so they would be more comfortable. As soon as the hose began to play there was a scurrying from cover by the drenched deadheads. They were ejected without a hearing.

* * *

Those stories of counterfeit tickets to the brawl had their effect on the fans. Although two Jersey City officials, armed with credentials, stood at the Barclay Street ferry all morning offering pasteboards for sale, they had not taken in a single dollar up to fight time. They were laughed at by the fans.

* * *

There was a convenient arrangement for automobilists, thanks to an agreement between Mayors Hylan and Hague. Venders of tickets for parking space outside the arena, at $3 a permit, plied their trade on the New York side of the river, thus precluding great confusion.

* * *

Army field glasses rendered service again, but the fighting they focused on was of a different sort. Scores of army officers carried them.

* * *

The old "gate crashers" were on deck bright and early. Several got through a hole in the fence at the north end of the arena, but the police soon plugged this entrance.

* * *

The international aspect of the affair was apparent in the flags and ribbons carried or worn by the spectators. The Stars and Stripes predominated, but many testified to their loyalty to their own country and sentimental interest in the French challenger by carrying emblems of both countries.

An improvised band recruited from the crew of a French steamship in the harbor furnished amusement to a crowd packing one of the early tube trains. The leader equipped with a cornet of uncertain vintage and a musical education evidently acquired in a foundry, persisted in sounding blatant notes.

"Ve giv ze serenade for Charpon-tee-ay," he said, while the crowd laughed its approval.

Ball Fan Queers Ruth's Home Run

New York, July 6.—Babe Ruth would have been credited with two home runs instead of one on July 5 had not an enthusiastic fan tried to catch the ball in the bleachers.

Ruth's high drive mingled with the clouds and was descending just on the edge of the right field stands when the fan jumped up and diverted the ball into the field. Ruth was on third base, but Umpire Connolly sent him back to second under the ground rules.

Ruth has thirty-one homers to his credit, with New York yet to play three games before reaching the half-way mark of the season. At this rate the Yankee slugger would hit at least sixty-four home runs, ten more than last year.

GIBBONS BEATS RATNER

(Reuter's Service)

New York, August 5.—Mike Gibbons was last night awarded the decision over Angie Ratner in a ten-round boxing contest.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. That ladies keep a box of Martin's Pills is the boast as that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores or post free 3/- of MARTIN Chemist SOUTHAMPTON ENG

Sport And Stage

(Continued from Page 1)

females. Femininity is a wonderful problem. Let Miss Haber unravel some of it for you at the Astor next Tuesday evening

* * *

MISS VERA DORIA

Miss Vera Doria is well known in the Far East. She first made her appearance before playgoers when she came out here a few years ago as the leading lady in Tim Frawley's Company. We still have vivid recollections of her fine portrayal in the big play "Scandal."

The clever artiste is in Shanghai at the present time and hopes to take up her permanent abode in this fine Settlement. Next month she intends opening an academy for the teaching of elocution, deportment, oratory, singing, stage playing, and the many little niceties that go to make a good player or a welcome speaker.

Miss Doria brings distinct talent as well as experience to her venture here. She has been associated in big parts with such well known London players as Charles Hawtrey and George Alexander; she has had a long spell with the pictures in America, where she played opposite to Miss Talmadge. Shanghai is growing so rapidly that there is evidently a demand for such an academy and to the well known actress we extend the best of wishes for her success in the new venture.

* * *

BARR'S FLYING CIRCUS

Not elephants, or lions; not clowns, or performing donkeys, but flying machines will form the ingredients that make up the pie known as Barr's Flying Circus.

Mr. Nivin, who came here some little time ago in advance of the well known magicians Chefalo and Palermo, called on me the early part of last week, and looking as cheery as ever and cooler than anyone I had met that day, informed me that he was through with illusions and was not out for real things and thrills. "I'm here to tell you about Barr's Flying Circus. Not a bad name is it? But look here laddie, you will all go crazy over it. Just what the Chinese will say to it is beyond me. We've had a big success and no accidents." (Curiously enough this was said to me on the very day that the crash came in Kobe.)

Barr has been in the flying game from the very beginning. He is an ideal showman and keeps abreast of the times. To begin with ordinary straight flying was good enough to attract a big public, but when the war came and aviators looped loops, and did nose and tail dives, and were as active in the air as a solitary mosquito is, that happens to find himself in the same net as you are, then Barr had to think out something new. Then came the idea of a circus with flying machines and daredevils as the attractions.

Dashing around a circus ring, standing on the back of a beautifully groomed horse; leaping from its back and through a hoop; changing horses at full gallop; etc. etc. etc. will thrill me to the marrow to the present day. In the circus that is coming here we have the ladies, but they fly, they skip from one aeroplane to another when the machines are between earth and heaven; they balance themselves upon the planes wings.

But have you heard of Stub Campbell? He is about the last thing in daredevils; and the more thrills he gives the spectators the better he likes it, and the more he smiles. He goes up in a balloon. He is announced in a cannon. When the airship is hundreds of feet overhead he fires himself into the great expanse of atmosphere and trusts to a parachute to bring him safely to terra firma. It has not failed him yet and he always touches wood.

Lieut. Schmitt is one of the prominent fliers with the circus. He has known what it is to fly in France and meet in combat foes from across the Rhine. He is an American and one of the first to go "Over There." Sergt. Moraschi is another war veteran who fought on his sunny land of Italy. Barr himself was an instructor in aeronautics in the U.S.A. He brings with him his wife, Miss Barr and Baby Barr. Baby is 8 years old and the youngest flier in the world.

The circus is due about the 21st inst.

* * *

A GOLF YARN

"Andra" Kirkaldy, the St. Andrews professional, had given a player some hints in the hope that he would be able to lower his handicap. Later, however, he received the following postcard:

The lessons you gave me, dear Andra,
Your warning, your counsels, your saws,
Though meant for the best
It must be confessed,
Have left me much worse than I was!

* * *

A BIT AWKWARD

Mr. G. H. Neville, the well known entertainer in London, told recently of an unfortunate experience that befell him at a charity concert presided over by a certain society lady.

His contribution to the evening's entertainment was an original song to which he also wrote the music. One verse ran as follows:

I knew a lady of high degree,
Who took some soldiers out to tea,
And said, "Oh, my" And "Oh, dear me,"
For which she got the O.B.E.

The song was received in chilling silence, the reason, as he discovered later on, being that the lady president had, unknown to him, been awarded the O.B.E. only a few days previously for services not wholly dissimilar to those set forth in the verse in question.

O.V.B.
LOGANBERRY JUICE
Mix it with an equal part of Whisky and add Tansan.
"One of the best drinks going!"
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Houses are scarce, but why worry?
There is a choice in "Castles"!
Note the increase in size which carries with it a corresponding increase in excellence
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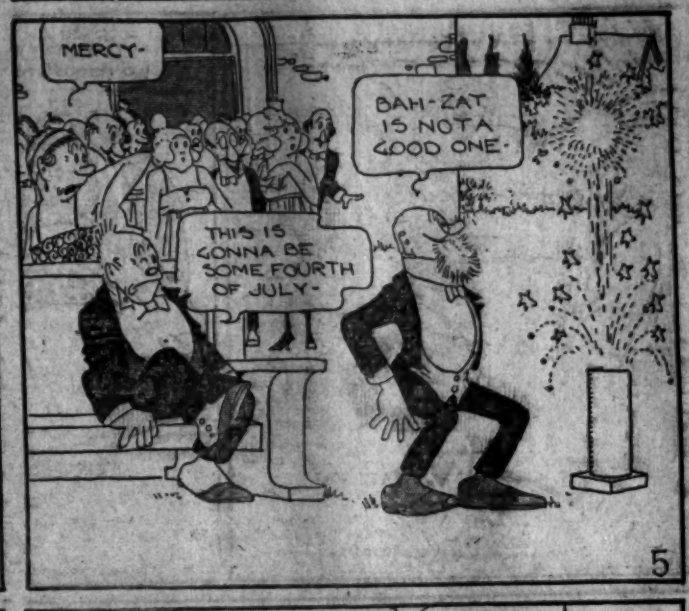
Castles-MAGNUMS
Castles-SUPER MAGNUMS
British-American Tobacco Co. (China) Ltd.

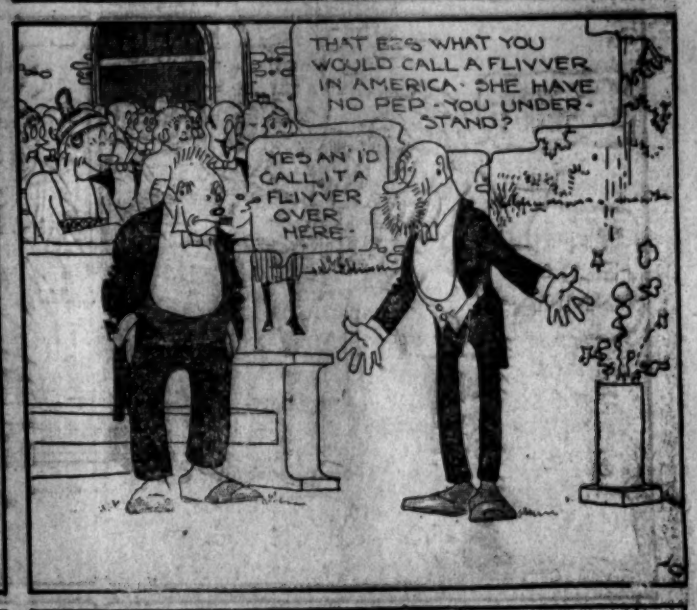
Comic Picture Section
Sunday, August 7th, 1921

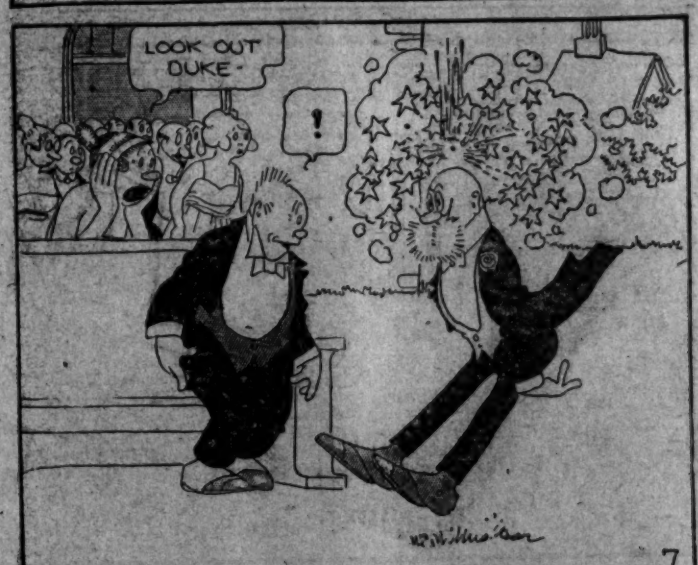
Bringing Up Father

AH: DON'T FORGET - YOU ARE TO ATTEND MY FOURTH OF JULY PARTY TONIGHT - YOU WILL MEET A LOT OF AMERICANS
WE'LL BE THERE EARLY.
I DON'T SEE HOW ANYONE COULD LIKE THIS GUY.
CAFE
3

BE CAREFUL DUKE.
IF DUCAN WUZ HERE HE'D SHOW HIM HOW TO SHOOT 'EM OFF. HE DID ALL THE BLASTIN IN HICK'S QUARRY.
WATCH NOW. YOU WILL SEE ZE BEAUTIFUL LIGHT.
4







Little Jimmy

1.
"WHY NELLIE YOU SIMPLY CANT LEAVE ME LIKE THIS - WITH ALL MY WOMENS CLUB COMIN FOR LUNCHEON - THERES NOTHING READY AND NO ONE TO SERVE AND THEYLL BE HERE IN HALF AN HOUR —"
"THAT FER YER TROUBLES! IVE JUST BEEN 'PHONED TO FRUM TH' MOVIE LOT TO REPORT TO ONCET - AND IM GONE - GET ME?"
SNAP
SNAP
2.
"JIMMY - RUN JUST AS TIGHT AS YOU CAN OVER TO HELGA HELGERSONS AN' TELL HER THAT I WANT HER TO HELP ME AT ONCE TELL HER TO PLEASE HURRY!"
3.
4.
"YOU TELL AWFUL FONNY YOKES MAYSTER SVENSON."
"HELGA!"
5.
"AY TANK SO TEUU!"
"HAW-HAW DAAS D' FONNIEST YOKE YET!"
"OH HELGA - MAMMA -"
6.
"HAW-HAW"
"WHEW!"
7.
"SPRING ANODDER FONNY ONE MAYSTER SVENSON"
8.
"AY TANK DIS YUST ABOUT AS YOLLY A ONE AS AY CAN TANK OF!"
"OH!"
GRRR
9.
"DES HAR STRAW HAT BANE NEW DES MORNIN', TAKE LUKE AT HIM NOW."
10.
"-YIMMY - TELL EM AY'LL HAVE A SWELL LOAD FOR EM BY THE TIME THEY GET HAARE -YUMP FAST AN' BRING 'EM"
11.
"SHE SEEMS HYSTERICAL"
"I'LL CONFESS IM STARVED"
SEEMS ODD!
"ME TOO"
-FAMISHED
"OH HUBBY - YOU'RE JUST IN TIME - DON'T ASK ME A SINGLE QUESTION - I'LL EXPLAIN LATER - BUT GO RIGHT OUT AND SEE IF YOU CAN BRING BACK JIMMY AND MISS HELGERSON TO HELP ME - GO! QUICK! PLEASE!"
12.
"HI - JIMMY! GET OUT OF THAT!"
AMBULANCE
"GOSH - I CANT PAPA. MISS HELGERSON SENT ME TO BRING THIS, FOR HER BEAU SHES GETTING HIM ALL READY FOR IT NOW."
BONG
BONG
BONG
13.
"I MUST SAY THAT YOU'VE GOT YOUR HUSBAND TRAINED BEAUTIFULL, MRS. THOMPSON."
"OH, MAMMA. MISS HELGERSON JUST GOT MARRIED TO MISTER SVENSON IN TH' HOSPITAL!"
SWINNERTON
LOCAL SECTION
COMIC SECTION